



BMW R90S | NORTON ATLAS

BRILLIANT BAHNSTORMER

ONLY GOOD VIBRATIONS



CLASSIC BIKE GUIDE

TRIPLE TRIAL

BUYING THE BEST
OF THE BRITS

EURO
BIKE
GUIDE



REALLY
RACY VINTWIN

BONNIE SPECIAL || HARLEY SPORTSTER || VELO MAC || KAWA W1



Mash Roadstar 400 £3,799
Inc VAT + OTR charges



Something for the Weekend...

www.mashmotorcycles.co.uk

North Cornwall Motorcycles
G.P Suzuki
Haywards of Cambridge
Chas Mann Motorcycles Ltd
T Northeast Ltd
NSL Motors
Bath Road Motorcycles Ltd
Ron Daley Scooters
David Sykes Superbikes
John Parker Motorcycles

Bude	01288 355 162
Grimsby	01472 354 402
Cambridge	01223 276 128
Birmingham	0121 459 7199
Horley	01293 783 229
Andover	01264 772 661
Bristol	0117 972 4444
Barnsley	01226 203 377
Peterlee	0191 586 4589
Southend on Sea	01702 612 859

Dealers Nationwide Tel: 01264 889012
sales@mashmotorcycles.co.uk

**006 SOME NEWS**

Lost leathers, extra auctions, hard-wearing hoodies ... the whole world is here. Maybe

010 SUBS PAGE

Take time to subscribe. Everyone's a winner, or so they say

012 TRIUMPH T100 SPECIAL

Everyone enjoys buying a basic Bonnie then bolting bright bits to it

018 NORTON ATLAS

Not just any old Atlas; this one's an Australian Atlas. It's also red

022 BMW R90S

The first attempt from the German meisterschafters to build a Superbike

026 VELOCETTE MAC

If ever there was a Best Velo competition, we think this would be the winner

032 BSA GOLDEN FLASH

Its name sounds like an improbable superhero, but a Flash is solid and sensible too

038 CAFÉ RACING BULLET

Take a roadgoing Bullet. Strip off heavy things and replace them with light things

044 LETTERS

More please; we'll make more space next month. We tried this time but...

046 GEORGE COHEN

Nortons in Norway. Super cool. Especially in winter

048 PAUL D'ORLÉANS

The real reason behind hipster chic

050 MARK WILLIAMS

Gutted by Guzzis. A rare complaint

052 VINCENT RACER

Started out as a road bike, wins everything. Everyday tale, etc

064 HARLEY-DAVIDSON SPORTSTER

Revisiting an old friend. It's certainly old; is it a classic?

076 CLASSIC BIKE GUIDE

A glimpse into the Eurobike marketplace

086 MODEL STUDY

Kawasaki's W1 and its offspring. Almost like a BSA, they say

094 MODEL STUDY

Triumph Trident. Almost like a BSA... oh, here's the Rocket 3, too

104 REBUILDING A GEARBOX

This is a Norton gearbox. Other gearboxes are available, so we're told

110 READER ADS

Lots. Lots. Lots

130 FRANK WESTWORTH

At the back of the class



FRANK WESTWORTH

CLUBBED INTO SUBMISSION

I'M A GREAT fan of motorcycle clubs. We all are at *CBG*, in our various ways. For many riders, clubs are the main reason they ride old bikes at all – maybe even ride any kind of bike. Several of my friends ride machines of a particular marque so that they can belong to the owners' club, and the networks of support and shared enthusiasm offered by clubs are invaluable in many ways.

Without active owners' clubs, machines of many marques would struggle to remain on the road; at least, they'd struggle to remain rideable while retaining the originality – either mechanical or cosmetic – which is important to many people, myself included. And as well as the spares supply side of things, lots of clubs also offer their members a truly amazing depth of knowledge, history, understanding, support when things go wrong and shared enthusiasm when they go right. I speak here from long, long personal experience. Some clubs are also insular, aloof and unwelcoming – but they're easily and best ignored.

And, of course, I get to chat with lots of club members – members of many clubs. This is almost always enjoyable, and is usually entertaining, too, especially when I know other members of the club in question. Always an area of common ground with riders I meet only rarely.

So, I always do my best to support clubs, especially in these internet-connected days of declining membership. Without the clubs, a lot of what is good about the old bike obsession would be diminished, if not lost altogether. Magazines such as *CBG* can help with a little promotion. We can offer an opportunity for a club to promote itself, to tell you and me what's to be gained from membership. We do this for free, as you'd hope, because we believe in clubs.

Imagine our surprise when our offers to three clubs to provide them with a free platform to publicise themselves and attract new members fell on stony ground. Two of the clubs didn't respond at all, while the third – a big, if shrinking, international marque club – simply told us that the info was out there and we could find it ourselves. Remarkable. No club profile this month, then. For some reason I feel sad about that. But I will remember it next time a club official has a pop at me for not supporting their club...

That's it. See you out there.

Frank Westworth

editor@classicbikeguide.com

MORE FROM CBG...



You can now read Classic Bike Guide on the move – on the web, iPad or Android: <http://bit.ly/classicbikeguide>



Classic Bikers Club offers a unique resource drawn from our massive archive going back to the turn of the 20th century. www.classicbikersclub.com



Find the CBG team at Facebook/ClassicBikeGuide for news, competitions and our hotshot Classic of the Day

EDITOR || Frank Westworth
editor@classicbikeguide.com

PUBLISHER || Tim Hartley
thartley@mortons.co.uk

SENIOR DESIGNER || Kelvin Clements

DESIGNER || Michael Baumber

PICTURE DESK || Paul Fincham, Jonathan Schofield

EDITORIAL ASSISTANT || Jayne Clements

PRODUCTION EDITOR || Sarah Palmer

DIVISIONAL ADVERTISING MANAGER || David England
01507 529438 dengland@mortons.co.uk

ADVERTISING || Sue Needham, Leon Currie
01507 524004 sneedham@mortons.co.uk
lcurrie@mortons.co.uk

ARCHIVE ENQUIRIES || Jane Skayman
01507 529423 jskayman@mortons.co.uk

SUBSCRIPTION MANAGER || Paul Deacon

CIRCULATION MANAGER || Steven O'Hara

MARKETING MANAGER || Charlotte Park

PUBLISHING DIRECTOR || Dan Savage

COMMERCIAL DIRECTOR || Nigel Hole

ASSOCIATE DIRECTOR || Malc Wheeler

CONTRIBUTORS IN THIS ISSUE

Alan Cathcart, George Cohen, Steve Cooper, Kay Eldridge, Rowena Hoseason, Richard Jones, Phil Mather, Frank Melling, Richard Negus, Paul d'Orléans, Mark Williams

EDITORIAL ADDRESS

Mortons Media Group, Media Centre, Morton Way,
Hornastle, Lincs LN9 6JR

WEBSITE

www.classicbikeguide.com

GENERAL QUERIES AND BACK ISSUES

01507 529529 24hr answerphone
Email: help@classicmagazines.co.uk
Web: www.classicmagazines.co.uk

SUBSCRIPTION

Full subscription rates (but see page 24 for offer): (12 months 12 issues, inc post and packing) – UK £50.40. Export rates are also available – see page 10 for more details. UK subscriptions are zero-rated for the purposes of Value Added Tax.

DISTRIBUTION

COMAG, Tavistock Road,
West Drayton, Middlesex UB7 7QE. Telephone 01895 433600.

USA SUBSCRIPTIONS

CLASSIC BIKE GUIDE (USPS:002-674) is published monthly by Mortons Media Group Ltd, PO Box 99, Hornastle, Lincolnshire LN9 6LZ UK. USA subscriptions are \$54 per year from Motorsport Publications LLC, 7164 Cty Rd N #441, Bancroft WI 54921. Periodical Postage is paid at Bancroft, WI and additional entries. Postmaster: Send address changes to CLASSIC BIKE GUIDE, c/o Motorsport Publications LLC, 7164 Cty Rd N #441, Bancroft WI 54921. 715-572-4595 chris@classicbikebooks.com

PRINTED BY || William Gibbons & Sons, Wolverhampton.
ISSN No 0959-7123

ADVERT DEADLINE || Friday, September 11
NEXT ISSUE || Wednesday September 30

© Mortons Motorcycle Media, a division of Mortons Media Group Ltd. All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or any information storage retrieval system without prior permission in writing from the publisher.

MORTONS
MEDIA GROUP LTD
Independent publisher
since 1885



Member of the
Professional
Publishers
Association



Just Ask!
Just Ask your
newsagent to
reserve your copy
each month

COMMANDO**NORVIL**
MOTORCYCLE COMPANY**Norton**

The Norvil Motorcycle Company are the only manufacturer of Genuine brand new original type Norton Commandos
COMMANDO Is OUR REGISTERED TRADEMARK **NORVIL Is OUR REGISTERED TRADEMARK**
 UK PATENT OFFICE REGISTRATION NUMBER : 2128766 - UK: 2128517, USA: 1644347

• NORTON • COMMANDO • DOMINATOR • SINGLE • LIGHTWEIGHT TWIN

GEAR & SHAFTS SETS



067400	FOR PRE COMMANDO - 1957 ONWARDS ONLY	- D - S	£750.00
067401	FOR COMMANDO - PRE 306591 - INC BUSHES	C---	£750.00
067402	FOR 850CC FROM 306591 ONWARDS (SHOWN)	C---	£750.00

FITTING KITS

067470	FOR BATTERY - ALL FEATHERBED FRAMES	- D - S	£25.00	067448	FOR OIL TANK - FEATHERBED CAFE RACERS	- D - S	£15.00
067471	FOR BATTERY - EARLY FASTBACK	C---	£22.50	067447	FOR OIL TANK - LIGHTWEIGHT TWINS	-- L -	£9.00
067472	FOR BATTERY - COMMANDO S-TYPE & EARLY ROADSTER	C---	£22.50	067443	FOR OIL TANK - COMMANDO - S-TYPE & EARLY ROADSTER	C---	£6.00
067473	FOR BATTERY - COMMANDO 1971 ONWARD - PRE 306591	C---	£18.80	067444	FOR OIL TANK - COMMANDO - ALL MODELS 1971 ONWARDS	C---	£7.50
067474	FOR BATTERY - COMMANDO - 306591 ONWARDS	C---	£13.50	067380	FOR PETROL TANK - RIGID FRAMED MODELS	-- S	£22.00
067431	FOR CAMFOLLOWER - INCLUDING LOCK WIRE	CD--	£18.50	067389	FOR PETROL TANK - LIGHTWEIGHT TWINS	-- L -	£19.00
060629A	FOR CENTRE STAND - COMMANDO - 1968-70 - WITH SPRING	C---	£19.14	067380S	FOR PETROL TANK - SPRING FRAMES - 1953 TO 1957	- D - S	£46.00
064057A	FOR CENTRE STAND - COMMANDO - 1971 ON - WITH SPRING	C---	£20.93	067381	FOR PETROL TANK - PLUNGER MODELS	- D - S	£36.00
064057ASS	FOR CENTRE STAND - COMMANDO - 1971 ON - WITH SPRING	C---	£24.50	067382	FOR PETROL TANK - WIDELINE - FEATHERBED FRAME - INC STRAP	- D - S	£115.00
067430	FOR EXHAUST PIPES - 500-920CC TWINS - INC LOCKTABS	CD--	£29.50	067383	FOR PETROL TANK - SINGLE DOWNTUBE FRAME - PRE 1958	- D - S	£44.00
067430SS	FOR EXHAUST PIPES - 500-920CC - WITH STAINLESS ROSES	CD--	£57.50	067384	FOR PETROL TANK - SLIMLINE FEATHERBED FRAME - INC BOLTS ETC	- D - S	£44.00
067272	FOR FRONT MUDGUARD - PRE FEATHERBED - PLATED	- D - S	£12.00	067385	FOR PETROL TANK - G15/N15 ETC	C---	£39.50
067272SS	FOR FRONT MUDGUARD - PRE FEATHERBED - STAINLESS	- D - S	£15.00	067386	FOR PETROL TANK - FASTBACK/ROADSTER/HI-RIDER GLASS FIBRE	C---	£12.00
067372	FOR FRONT MUDGUARD - FEATHERBED - BOLTS/NUTS/WASHERS	- D - S	£12.00	067388	FOR PETROL TANK - STEEL INTERSTATE TANKS	C---	£12.00
067372SS	FOR FRONT MUDGUARD - FEATHERBED - STAINLESS	- D - S	£15.00	067387	FOR PETROL TANK - STEEL ROADSTER TANKS	C---	£18.00
067373	FOR FRONT MUDGUARD - PRE COMMANDO - PLATED	- DLS	£12.00	067370	FOR REAR MUDGUARD - WIDELINE - NUTS/BOLTS/WASHERS	- D - S	£22.50
067373SS	FOR FRONT MUDGUARD - PRE COMMANDO - STAINLESS	- DLS	£15.00	067370SS	FOR REAR MUDGUARD - WIDELINE - STAINLESS STEEL	- D - S	£24.50
067374	FOR FRONT MUDGUARD - COMMANDO - PRE MK3 - PLATED	C---	£6.50	067371	FOR REAR MUDGUARD - SLIMLINE - BOLTS/NUTS/WASHERS	- D - S	£19.50
067374SS	FOR FRONT MUDGUARD - COMMANDO - PRE MK3 - STAINLESS	C---	£17.50	067371SS	FOR REAR MUDGUARD - SLIMLINE - STAINLESS	- D --	£24.50
067376	FOR FRONT MUDGUARD - COMMANDO - 1971 SS MODELS	C---	£12.00	067414	FOR SADDLE TO FRAME - PLUNGER MODELS ONLY	- D - S	£14.90
067375	FOR FRONT MUDGUARD - COMMANDO - 850CC MK3 - PLATED	C---	£3.80	067414SS	FOR SADDLE TO FRAME PLUNGER MODELS ONLY - STAINLESS	- D - S	£39.00
067375SS	FOR FRONT MUDGUARD - COMMANDO - 850CC MK3 - STAINLESS	C---	£11.50	067438	FOR SEAT - LIGHTWEIGHT TWINS - RUBBERS ONLY	-- L -	£12.50
067410	FOR FORK YOKE - PRE FEATHERBED - WITH NUTS & BEARINGS	- D - S	£85.00	067433	FOR SEAT - SLIMLINE - COMPLETE WITH RUBBERS	- D - S	£24.50
067411	FOR FORK YOKE - FEATHERBEDS - ALL MODELS - WITH BEARING	- D - S	£55.00	067434	FOR SEAT - SWINGING ARM MODELS	- D - S	£14.50
067411SS	FOR FORK YOKE - FEATHERBED - STAINLESS STEEL	- D - S	£75.00	067432	FOR SEAT - WIDELINE FRAME - INCLUDING RUBBER	- D - S	£14.46
067412	FOR FORK YOKE - COMMANDO - PRE 141783	C---	£38.00	067439	FOR SEAT - P11 SERIES BIKES	- D --	£12.50
067412SS	FOR FORK YOKE - COMMANDO - PRE 141783 - STAINLESS	C---	£59.00	067435	FOR SEAT - G15 SERIES BIKES	- D --	£14.00
067413	FOR FORK YOKE - COMMANDO - 141783 ON	C---	£29.00	067436	FOR SEAT - FASTBACK & LONGRANGE COMMANDO	C---	£44.00
067413SS	FOR FORK YOKE - COMMANDO - 141783 ON - STAINLESS	C---	£46.50	067436SS	FOR SEAT - FASTBACK & LONGRANGE COMMANDO	C---	£72.00
067445	FOR OIL TANK - RIGID ONLY - 1940 ON 1/16H/18/ES2	-- S	£9.00	067437	FOR SEAT - ROADSTER & INTERSTATE COMMANDO	C---	£49.00
067440	FOR OIL TANK - 1953 TO 1957 - SINGLE DOWN TUBE FRAME	- D - S	£12.00	067437SS	FOR SEAT - ROADSTER & INTERSTATE - STAINLESS/ALLOY	C---	£78.00
067441	FOR OIL TANK - ALL FEATHERBED FRAMES	- D - S	£9.91	067929ASS	TO FIT TWIN ENGINE/GEARBOX INTO WIDELINE FRAME - SS	- D --	£115.30
067446	FOR OIL TANK - PLUNGER MODELS ONLY	- D - S	£9.00	067827ASS	TO FIT TWIN ENGINE/GEARBOX INTO SLIMLINE FRAME - STAINLESS	- D --	£115.30

C - COMMANDO D - DOMINATOR L - LIGHTWEIGHT TWIN S - SINGLE

An online ordering facility is available on our website at www.norvilmotorcycle.co.uk
 The best place for British made parts that are despatched worldwide

CHECK OUT THE
FOLLOWING FANTASTIC
EBAY SHOPS .

<http://stores.ebay.co.uk/norvilmotorcycle> for Norton & British Classic Spares

<http://stores.ebay.co.uk/bikeronestop> for Norton & British Classic Spares

<http://stores.ebay.co.uk/onestopbikebits> for Norton & British Classic Spares

THE CORNER GARAGE, 96-98 CANNOCK ROAD, CHASE TERRACE, BURNTWOOD, STAFFS WS7 1JP

norton@norvilmotorcycle.co.uk www.norvilmotorcycle.co.uk Tel: 01543 278008 Fax: 01543 274775

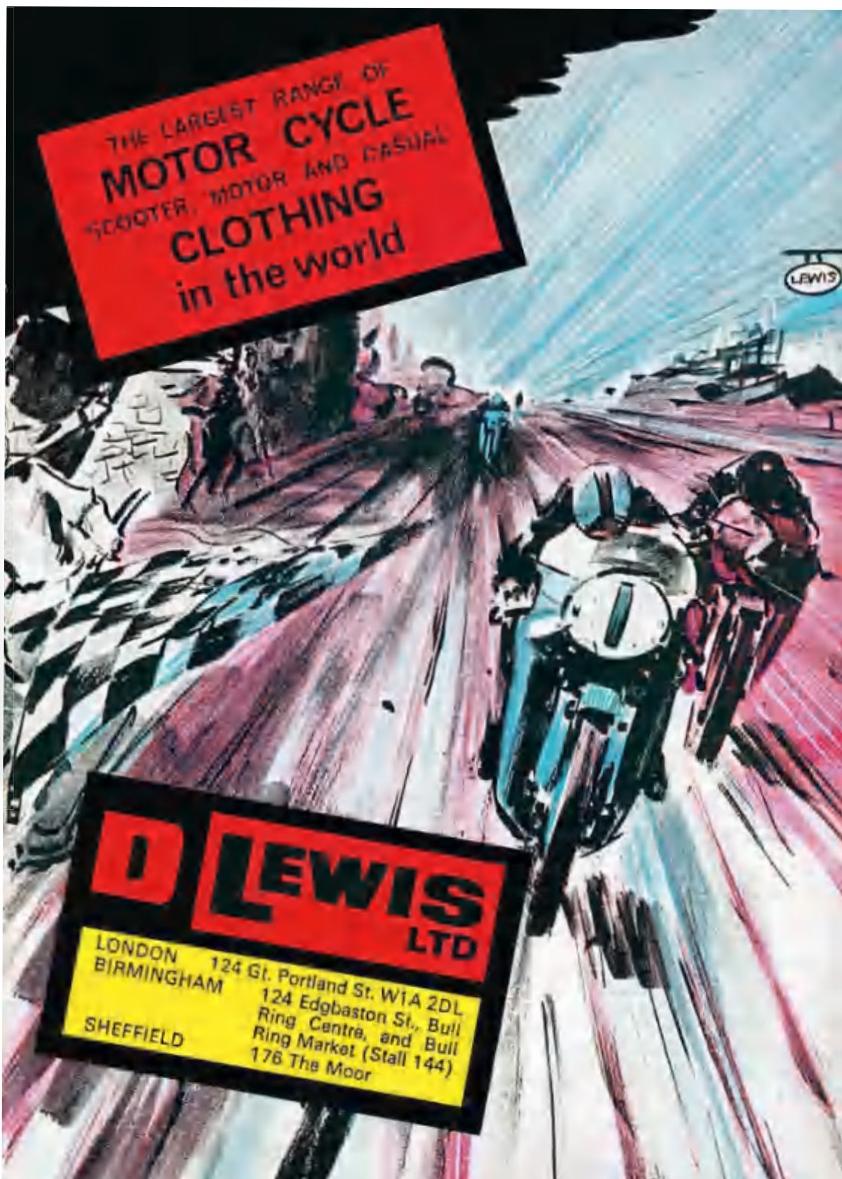


With thousands of customers worldwide we are the largest and the best norton specialist. All prices subject to p&p for delivery & VAT for sales within the EEC

For EU
please
add VAT

RIDINGLIFE

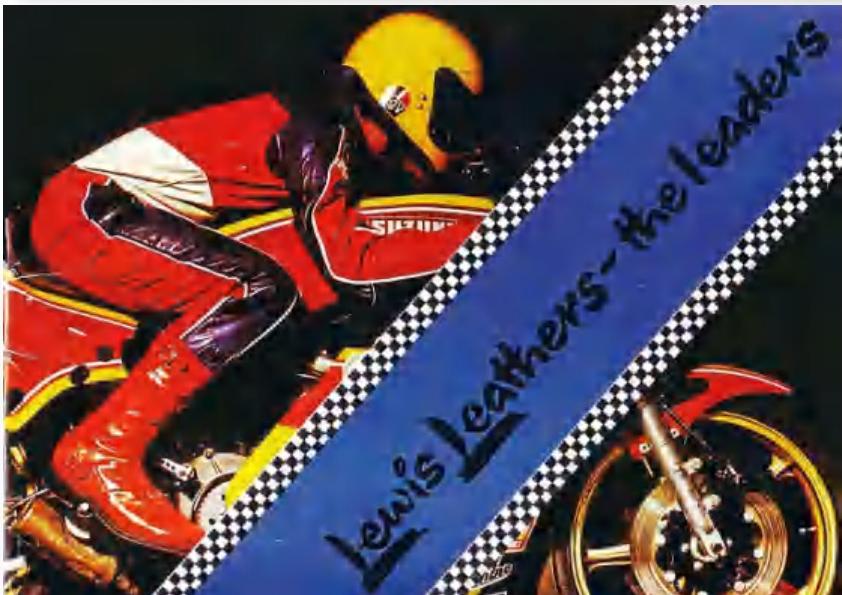
NEWS || EVENTS || LETTERS || INTERVIEWS



Leather boys

CAN YOU HELP Lewis Leathers? The company is assembling a history of its business and needs old catalogues and info for its research. Lewis Leathers had shops around the UK (Birmingham, Sheffield and Burnley) in the 1950s, 60s and 70s, with Camberley, Sutton-in-Ashfield and Staines added in the early 1980s. Any old photographs of the shops, correspondence, receipts and paperwork are of interest. Similarly, old catalogues and sales lists from S Lewis's of 27 Carburton Street, London, any information or anecdotes on S Lewis, the person, or shop, will also be gratefully received together with early vintage products from the 1920s to the 1950s.

If you have any of those items – or anything else related to D Lewis Ltd or Lewis Leathers – then they'd love to hear from you. Contact info@lewisleathers.com or 020 7636 4314





NORTONATLAS
The ultimate Dominator?
p18



BMW R90S
The ultimate riding machine?
p22



CUSTOM-BUILT BULLET
The ultimate Enfield?
p38



Extra auction day at Stafford Show

A STUNNING COLLECTION of 60 ultra-rare classics will be auctioned by Bonhams at the Classic Motorcycle Mechanics Show, in a dedicated extra sale day on October 17. The Lonati Collection consists of mostly American machines, including examples from Harley-Davidson, Indian, Pierce, Excelsior and Thor, the oldest of which dates back an entire century to 1915. The collection was assembled in Italy by Tiberio Lonati and his son, Francesco, and grew to fill a private museum with landmark machines from the vintage, veteran and pre-war period. The 1930 four-cylinder 1265cc Indian outfit pictured here is one of the more valuable lots and is expected to sell for around £45,000; a wartime WLA Harley carries a top estimate of £18,000. Rather than squeeze all these extra motorcycles

into an already-hectic Sunday sale, Bonhams has opted to send them under the hammer on the Saturday at Stafford instead.

Meanwhile, the usual Sunday auction on October 18 promises more variety with a solid core of British 'collectible' motorcycles, some rare racing bikes, a mix of high-quality Continental and Japanese marques, and some good old-fashioned Britbike bargains to get the ball rolling. The 1939 Ariel Square Four seen here, fitted with Anstey link rear suspension which was optional for this year, is unlikely to sell at a knock-down price but its estimate of £10,000 to £14,000 should attract plenty of bidders.

To view other lots or enter a bike to this sale, see bonhams.com/motorcycles



HARD-WEARING HOODIE

FOR YEARS, DRAGGIN' JEANS have been protecting riders' lower limbs. The latest addition to the Draggin' range provides style, comfort and high-tech protection for your upper body. Draggin's new Roo Hoody can be used on those glorious days of autumnal sunshine when a heavyweight riding jacket feels a little too much (or alternatively you can layer it under your waterproofs for added protection in winter).

Cut to look and wear like a high-street hoodie on the outside, the Roo is lined with Draggin's own abrasion-resistant fabric in key areas on the inside. This uses Kevlar to best effect; it's highly abrasion resistant yet is soft, breathable, flexible and non-allergenic for day-long comfort. In addition, the Roo Hoody also features CE-approved armour at the elbow, shoulder and back, to help guard against impact. All can be removed, so the hoodie can be washed.

Available in sizes from S to 3XL, the Roo Hoody also features thumb holes in the cuffs for easy and neat fitting under gloves; an adjustable waistband to ensure a snug fit, plus an inside pocket for valuables. It retails for £139.99 from thekeycollection.co.uk



Buy it now

IMPULSE SHOPPERS should look away now. It's been oh-so easy for ages to buy a classic or used bike with a single quick click on eBay, but now MadeLikeAGun.co.uk has brought that level of convenience to buying a brand-new Enfield. Its slick new site offers exclusive finance deals on the current Royal Enfield range, from the trad Classic in chrome, battle green or desert storm colours, to the basic Bullet EFI, to the all-new 535 Continental GT café racer. It doesn't matter where you live in the UK – delivery costs just £99. Nor do you need to stump up the entire asking price at the time of purchase. If you have a decent deposit to put down then MadeLikeAGun.co.uk offers a 0% finance deal. Alternatively, you can pay a £99 deposit and 8.9% APR interest.

Based in Yorkshire, the proprietors at MadeLikeAGun.co.uk are excited by Enfield's future plans for the brand, which includes two new engines being developed at the firm's UK R&D facility. "We saw this as the right time to get involved," they explain, and aim to "bring a thoroughly modern buying experience to this classic brand, with first-class customer service consistent with the demands of today's consumer."

If you're not so computer savvy or prefer a more personal service then finance can always be arranged over the phone. You're also welcome to try before you buy and visit their Halifax showroom for a test ride. **0333 220 6024 / madelikeagun.co.uk**



Exit ethanol

THE AWKWARD ASPECTS of ethanol in petrol have been well documented (and no doubt experienced by plenty of *CBG* readers), but just in case you've missed out on the misery, here's a re-cap of what can happen, especially if your bike is fitted with susceptible older components. The rising level of ethanol in petrol station fuel is corrosive to some seals and plastics and can lead to leaks. It acts as a solvent, which can loosen fuel tank sealant and existing deposits in the fuel system, gunking up fuel lines, carbs and filters. Its hygroscopic nature means that ethanol readily absorbs water from the atmosphere, and this forms a corrosive layer at the bottom of your petrol tank. On top of all that, vapour locking is more prevalent owing to ethanol's increased volatility combined with high inlet manifold temperatures, and carb icing can also occur because of the increased water content of the fuel. In short: not good news.

There are various practical methods, oddball additives and home-grown remedies for circumventing the worst of these symptoms, but here's a new approach to the problem. Ethanil is a novel kit that removes ethanol entirely. No

ethanol: no problems. The kit consists of just three components: a separator tank with a one-hand push-button valve; a measuring bottle, used to measure the amount of ethanol removed from the petrol, and a large filter funnel for the safe transfer of petrol before and after ethanol separation.

The kit is compact enough to be used in a garage or workshop, and the manufacturers say that it's robust enough to be used time and time again. The measuring gauge (in case you wondered – because we did) lets you measure the ethanol removed from each batch of petrol, so that ethanol concentrations can easily be compared between different fuel brands and grades of petrol. That may be taking attention to detail a little too far.

Ethanil will produce at least 17 litres of ethanol-free petrol per fill, so is ideal for topping up a motorcycle tank when it's near empty. Even if you don't use it on every single top-up, this kit should be especially handy when you brim the tank at the end of the riding season – setting up a clean getaway come the spring.

The kit comes with full instructions and costs from £49.95, **from ethanil.co.uk**

DIARY DATES

SEPTEMBER 4-5

The Carole Nash Eurojumble, Netley Marsh, Southampton, SO40 7GY. classicbikeshows.com / 01507 529529

SEPTEMBER 4

Charterhouse Auction of classic and collectible motorcycles, at Eurojumble, Netley Marsh. charterhouse-auction.com / 01935 812277

SEPTEMBER 5

Bonhams Auction of collectors' motorcycles, international autojumble, National Motor Museum, Beaulieu. bonhams.com

com / 0208 963 2817

Brighton Speed Trials, Madeira Drive. vmccsprint.co.uk

Beaulieu International Autojumble, Brockenhurst, SO42 7ZN. beaulieu.co.uk

SEPTEMBER 6

Vintage Japanese **bike day**, Ace Cafe, London NW10 7UD. 0208 961 1000 / ace-cafe-london.com

SEPTEMBER 11-13

Ace Cafe Reunion Weekend, inc Sunday run to Brighton. London NW10 7UD. 0208 961 1000 / ace-cafe-london.com

Goodwood Revival, Chichester, PO18 0PX. goodwood.co.uk

SEPTEMBER 12-13

Borders Classic Bike Show, Lacon Childe School, Cleobury Mortimer DY14 8PE. 01299 270642

Northleach Steam Fair, Cotswolds. northleachsteamshow.co.uk

SEPTEMBER 13

Shelsley Bike Festival / hillclimb, Worcestershire WR6 6RP. shelsleybikefestival.co.uk

SEPTEMBER 16

Charterhouse classic car / motorcycle auction, Bath and West Showground, Shepton Mallet BA4 6QN. 01935 812277

SEPTEMBER 19-20

Kickback, the national custom bike show, Donington Park. thecustomshow.com

SEPTEMBER 19

Kempton Park Autojumble, Sunbury on Thames TW16 5AQ. 01344 883961 / egp-enterprises.co.uk

Classic racing, Aintree Circuit, Liverpool. 01294 823582

Scorton Autojumble, North Yorks Events Centre, DL10 6EJ. 07909 904705

SEPTEMBER 20

Newark Autojumble, Newark and Notts Showground, NG24 2NY. 01507 529470 / newarkautojumble.co.uk

Romney Marsh Bikejumble, Hamstreet, TN26 2JD. 01797 344277 / elk-promotions.co.uk

SEPTEMBER 27

North Manchester Custom & Classic Bike Show, Ramsbottom

A right proper ride-out

IF YOUR RIDING companions are seeking somewhere to visit over the weekend of September 12-13, then the Borders Classic Bike Show provides a perfect destination. It takes place in Cleobury Mortimer in the Shropshire hills, an hour's ride from central Birmingham through the splendid Salopian byways.

This year's guest of honour is Manx GP winner, Les Trotter, who rode a Crooks Suzuki T500 in a Seeley chassis to the top of the podium in 1976. Trotter will bring two racing Suzukis to the show, along with a display which illustrates his 50 years of racing.

The racing Suzukis will join two indoors halls of bike

displays, showcasing the best in vintage and classic motorcycles. The show opens 10am to 5pm on both days. There's a special bikes-only parking area, a bikejumble, excellent catering, a range of awards and trophies for the concours competitors and a chance for visitors to vote for their favourite bike. Machines

will be revved up on the Sunday at 2pm to compete for a special prize for the best-sounding bike. Clubs or organised groups are welcome to ride in on either day. All proceeds go to the PTA at Lacon Childe School, which hosts the show at Cleobury Mortimer, DY14 8PE. Further info from **01299 270642**



Cricket Club, Rossendale,
BLO OBS. 01298 938082 /
thenorthmanchestercustomandclassicbikeshow.com

Distinguished Gentleman's Ride, worldwide locations.
gentlemansride.com

Classic Bike Show, Squire's
Café, Sherburn in Elmet, LS25
5LX. 01977 684618 / squires-cafe.co.uk

Grand Motorbilia Day,
Battlesbridge, SS11 7RF. 01268
769000 / battlesbridge.com

Sand & Motorcycles, Leighton
Buzzard Railway, Billington
Road, LU7 4TN. buzzrail.co.uk

OCTOBER 11
Newark Autojumble, Newark
and Notts Showground,

NG24 2NY. 01507 529470 /
newarkautojumble.co.uk

OCTOBER 17-18
**Classic Motorcycle Mechanics
Show**, Stafford. 01507 529529 /
classicbikeshows.com

OCTOBER 18

**Bonhams Auction of collectors'
motorcycles**, Mechanics Show,
Stafford. bonhams.com / 0208
963 2817

GIANT AUTO & BIKE JUMBLE

SCORTON - North Yorkshire Events Centre DL10 6EJ

5 mins off A1 at Catterick, B1263 Catterick to Teeside road - 1 mile east of Scorton - Starts 7am
UNDERCOVER & OUTSIDE

SEPTEMBER 19th & OCTOBER 17th

ADMISSION £3.00 • PITCHES FROM £12 • A MASSIVE 10 ACRE SITE OF AUTO AND BIKE JUMBLE INSIDE AND OUT
AMPLE PARKING – EXCELLENT REFRESHMENTS

CALL BERT ON 07909 904705

EVERY THIRD
SATURDAY OF
EVERY MONTH

GREAT NORTH
JUMBLE

subscribe to **Classic Bike Guide** - digital edition



subscribe to **Classic Bike Guide** - print edition

SUBSCRIBE & SAVE



TO SUBSCRIBE VISIT:

www.classicmagazines.co.uk

OR CALL:

UK 01507 529529

LINES OPEN WEEKDAYS 8.30am - 5pm (GMT)



A better Bonnie

Back in the day, Triumph twins were high-performance sportsters. This unique machine blends cutting-edge components with classic chic to create a modern equivalent

PHOTOS BY 2WHEELSMIKLOS

■ 1: Take a Bonneville T100, ditch everything unnecessary, and add a little here and there. Sounds simple...

■ 2: Possibly the only jarring note of the entire build is provided by the rear brake master cylinder, which could do with being somewhere else

■ 3: The ignition switch has moved to a sensible position between the clocks, and the indicators have become something completely other...

■ 4: Rearsets, pod filters, careful and unusual sculpting of the side panels, and the widest rubber which will fit the swinging arm. Special, OK?

SOME CAFÉ RACERS are built purely to look good, and their owners aren't fussed about compromising performance in the pursuit of perfect appearances. That's definitely not the case with Nick's Bonneville special. He was happy enough with the engine characteristics of the standard 865cc Hinckley twin, but aimed to improve on the T100's soft ride and low-spec suspension. Nick wanted his special to benefit from the steering and handling of a much sportier machine, blended with uncompromising café racer styling.

So, when he approached 2WheelsMiklos in Surrey to handle the project, Nick already had some very clear ideas of how his Bonnie should evolve. "He had a well thought through agenda in terms of what he wanted to achieve," says Mike at 2WheelsMiklos. Nick provided photos and plenty of direction which the Miklos team turned into a practical and economic approach, with a tight focus on the cycle parts and the aesthetics of the overall design.

They started with a 2008 T100, a used but not abused example with a solid engine. The standard forks were replaced with a set from a 955-generation Speed Triple, which also provided the front brake calipers. Nick wanted to keep the Bonnie's twin-shock back end, so it was given a set of YSS piggy-back shocks and a Triumph Twin Power rear caliper hanger, with EBC Contour brake rotors front and back. All reasonably straightforward to source, but finding the right wheels wasn't so simple, as Mike explains.

"The owner wanted to have spoked wheels but with modern high-performance tubeless tyres. So, we eventually landed on Kineo spoked wheels, which are designed to accept tubeless tyres. These are beautiful but expensive and there is quite a lead time to receiving them as they're manufactured in Italy." Weeks were added to the build time waiting for the wheels to arrive – but they're one of the high-spec components that definitely set this special apart from the common herd.



The wheels were then shod with Michelin Pilot Power tyres, with a 120/70 front and a seriously chunky 180/55 rear. "The rear is as big as can be fitted in the stock swinging arm," confirms Mike, "and required the chain to be moved out some 3mm to avoid it touching the tyre."

Next they tackled the riding position, transforming the standard bike's relaxed posture into something altogether more sporting. "We used a lower Mule seat, Norman Hyde rearsets with our own linkages, and a lower and narrower one-inch BellaCorse Superbar." However, that wasn't as straightforward as it sounds – the sculpted Mule solo seat doesn't fit straight on to the T100, so the Miklos mechanics cut down and altered the rear subframe. More work was needed to tidy up the area behind the engine.

"Nick was looking for the typical uncluttered look of a café racer," says Mike. "So we fitted pod air filters in place of the airbox and fabricated a small battery box. This was positioned snugly under the seat for the new, tiny and light Shorai lithium battery. The wiring harness was also modified to help deliver the clean look. Finally the stock side covers were cut down and resculpted to give visibility through the bike."

While the original handlebar grips and controls were retained, the standard Triumph mirrors were considered too cumbersome for a bike destined to be this cool – and the indicators just cluttered things up. So the bars sprouted a set of oval British Customs' mirrors and super-snazzy Kellerman bar-end indicators, doing away with four unseemly protrusions

PRICE GUIDE

Low £2800, high £4500
(carb-version T100)

KNOWN FAULTS

Standard T100 offers only basic suspension and engine spec. Chrome and fittings prone to corrode. Intermittent electrical trouble can be ignition coils. Poor idling can be lean carb settings (replace with larger jets)

ALSO CONSIDER

Kawasaki W800 (better performance, less stodgy, lacks the Triumph badge); Harley-D Sportster (more ££, less performance and a certain stereotype); Moto Guzzi V7 (more charisma, less choice)

SPECIALISTS

2WheelsMiklos.com
JackLilley.com

OWNERS' CLUB

Triumph Owners MCC:
tomcc.org

BUY IT NOW



It's amazing the difference a few key tweaks can make to a standard Bonnie SE. This zero-miles example has been given Avon oversize tyres, a Zard Cross 2-into-1 exhaust, black indicators, a BC Slammer seat and LSL bars, and it's a whole different motorcycle. £8999 from jacklilley.com / 08433 833133

at a single stroke. A Bikelt Halo LED headlight was fitted and the standard instruments were moved down to match the lower position of the headlight; the clocks are now supported by bespoke instrument 'buckets' fabricated from stainless steel. The ignition has been moved to the centre of the top yoke.

The finishing touches involved a top-quality black, white and gold paint job, done by Cycle Sprays, and customising the all-important exhaust system. "To round out the more aggressive look, we made short, two-inch diameter slash-cut mufflers from stainless steel," says Mike. "These were polished and fitted and provide the reasonably loud 'bark' the owner was looking for." The final finishing flourish is at the back: a 1970s Bonneville rear light which fits neatly under the tidy tailpiece. ►



Above: Yum. Completely

"Overall the build was fairly straightforward," says Mike, "apart from the endeavour to maximise the size of the rear tyre and keep the stock swinging arm. The tolerances had to be pushed to the limit for that."

Mike's view is that the T100 is an ideal starting point for a similar project. "The Bonneville is an excellent platform for a custom – easy to work with, reasonably classic looks from the start and plenty of aftermarket parts and options.

"We were pleased with the overall appearance and stance of the bike and were blown away by how good the Kineo wheels look on it. The riding position has turned out to be exactly what the owner wanted. The bike handles much more precisely than previously and has a firmer ride. It's now much more like a sports bike than a standard Bonneville."

Although Miklos didn't tinker with the T100 engine, Mike suspects that the free-flowing air filters and modified exhaust may have 'enhanced' the standard 66bhp output. The Bonnie's all-round performance will certainly benefit from its weight-loss programme: "We think the bike is now some 50lb lighter than stock!" Of course, one thing inevitably leads to another. Now the Bonnie looks so smart and steers so sharp, Nick is considering upgrading the engine to match. This would involve a Norman Hyde/Wiseco 902cc big bore kit – and that would give the Miklos team the opportunity to engineer a single-sided swinging arm. And Mike wouldn't mind tidying up the clocks: "On reflection, the only thing we would've done differently would have been to simplify the instruments."

However, after being patient for seven months for the project to come together, you can forgive Nick if he doesn't want to rip it apart again just yet. A fair bit of that build time was spent waiting for the bespoke wheels and rear sprocket to be delivered, and those wheels also represent some 40% of the overall £4k cost of parts and paint. So, was it worth the wait? Well, Nick says the Bonnie is exactly what he hoped for.

Visually, there's almost no comparison with the standard T100, which is weighed down by its stodgy styling and heavy mudguards, and let down by its spindly suspension. The substantial, double-disc front end on Nick's bike is in perfect proportion to the beefy back end. It's all rather more elegant than Triumph's own café racer, the Thruxton, which looks clumsy in comparison. Nick's ambitious plan looks to have paid off... **CBC**



MANUFACTURED: 2008 **ENGINE:** Air/oil cooled DOHC four-stroke 360° parallel twin

BORE/STROKE: 90 x 68mm **CAPACITY:** 865cc **COMPRESSION:** 9.2:1

POWER: 66bhp @ 7200rpm **TORQUE:** 52lb-ft/70Nm @ 6000rpm **IGNITION:** Digital induction

PRIMARY DRIVE: Gear **CLUTCH:** Multiplate wet **TRANSMISSION:** 5 gears to x-ring chain

FRAME: Tubular steel cradle **FRONT SUSPENSION:** 41mm telescopic forks

REAR SUSPENSION: Tubular steel double-sided swinging arm, twin shocks

FRONT BRAKE: 310mm single disc, dual-piston **REAR BRAKE:** 255mm single disc, dual-piston

FRONT TYRE: 100/90-R 19 **REAR TYRE:** 130/80-R 17 **DRY WEIGHT:** 205kg

WHEELBASE: 1501mm **SEAT HEIGHT:** 775mm **ACCELERATION:** 0 to 60mph in six seconds

TOP SPEED: 115mph. All data for standard T100



JACK LILLEY LTD - FOR ALL THINGS TRIUMPH

08433 833133 (ASHFORD, MIDDX) OR 08433 833134 (ROMFORD, ESSEX)



SALES - SERVICING - PARTS - ACCESSORIES - CLOTHING - RESTORATIONS - CUSTOM BUILDS



We've been Hinckley Triumph dealers since the brand relaunched in 1991. We stock a wide range of Triumph parts, accessories and clothing. Use code CBG in our online shop to get a 10% discount.*

Just visit www.jacklilley.com



* Offer ends 31st October 2015 / sales@jacklilley.com

THINK TRIUMPH... THINK JACK LILLEY

OPENING HOURS: MON 8.30 - 6.00 / SAT 8.30 - 5.00



Visit 2WheelsMiklos & check out our pro built customs & collection of classics.

Inspire yourself to commission a custom unique to you, or restoration of a prized classic.



Come in for a drink, the soft kind (better for riding on!)

30+ CLASSICS ON A SINGLE WORKSHOP FLOOR

CUSTOMS READY FOR SALE AND A NUMBER IN THE BUILD PHASE

2WheelsMiklos

Telephone: +44 (0)1483 546157

Email: info@2wheelsmiklos.com

Website: www.2wheelsmiklos.com

Unit 6, A3 Garages, Stag Hill, Guildford, Surrey, UK, GU2 7RZ

• EPICURIST •

"A person devoted to refined sensuous enjoyment"

GET YOURS THIS FALL

Visit our website www.hedon.com to find a retailer near you

HEDON®

insta - hedonworkshop / fb - Hedon

EPICURIST TEAL
CARBON FIBRE/FIBREGLASS SHELL
NATURAL CALF LEATHER
RAW COPPER HARDWARE
HANDCRAFTED 3 MM THERMOFORMED VISOR

L.P. Williams

Est. 1976

WE NOW HAVE THE TWIN DISC CONVERSION KIT IN STOCK

TRI SPARK DIGITAL IGNITION SYSTEMS

for your Triples and Twins including the new Tri spark "Classic Twin" system.

Kits in stock for all Triumph, Norton and BSA twins with 12v systems. Upgrade to this ignition and you will not be disappointed with the performance.

Triple kits £222.25 plus VAT

Twins from £198 plus VAT

Please call or email me for details or visit

www.trispark.com.au

for more information

BEWARE CHEAP IMITATIONS!!!

PROGRESSIVE FORK SPRINGS

TRIUMPH 1949 - 59.....£78.50

TRIUMPH 1963 - 69.....£28.50

TRIUMPH 1971 - 83.....£78.50

FORK DAMPER SEALS 1971-ON.....£9.95

REAR UNITS.....£237.00 pair



L P Williams – Try us first for all your Triumph Trident, BSA Rocket three and Unit T120 /T140/T100 Spares. We have huge stocks of parts for all the above machines and much more

Try our new web site with improved parts search facility



T100/T120/T140 7-PLATE CLUTCH CONVERSION

- 7 NEW FRICTION PLATES + 1 PLAIN
- REDUCES STICKING, SLIPPING, SWELLING, DRAGGING AND HEAVY OPERATION

**KIT £84.20+ VAT
6 TOP QUALITY PLAIN PLATES £35.70 + VAT**



**LUCAS HIGH OUTPUT
ALTERNATOR KIT**
ALL 12V models £227.16 + VAT



**ALLOY PUSHROD TUBES
T120/T140/T150/T160**
from £17.57 each



**PSP HYDRAULIC CLUTCH
CONVERSION**
Piston & Cyl only £115 Complete kit £190



**STAINLESS M/CYL
BARREL ASSEMBLY**
Complete £62.16

Send £1.50 for Price Lists • Mail/Phone orders welcome • Exports a speciality • Next day dispatch worldwide • All prices are plus VAT
Telephone orders from 10am to 5pm Monday to Friday

Unit 3 South Barn, Low West End, Claughton, Lancaster LA2 9JX Tel: 01524 770956 Fax: 01524 771875

Website: www.triumph-spares.co.uk Email: sales@triumph-spares.co.uk

THE LONATI COLLECTION OF AMERICAN MOTORCYCLES

Saturday 17 October 2015

The Classic Motorcycle Mechanics Show
Stafford, UK

Bonhams is proud to offer for sale by public auction the personal collection of the late Tiberio Lonati. The collection of 58 motorcycles is presented in spectacular condition, spanning from 1905 to 1981 and includes examples of Harley-Davidson, Indian, Flying Merkel, Excelsior, Pierce, Reading Standard, Thor, Henderson and Emblem.

ENQUIRIES

UK

+44 (0) 20 8963 2817

ukmotorcycles@bonhams.com

EUROPE

+33 (0) 1 42 61 10 11

eumotorcycles@bonhams.com

USA

+1 (323) 436 5470

usamotorcycles@bonhams.com



1910 PIERCE 600CC MODEL 4 CYLINDER

£60,000 - £80,000



1915 THOR 1,000CC MODEL U

£28,000 - £35,000



1930 HENDERSON 1,306CC MODEL KJ

£28,000 - £34,000



1930 INDIAN 1,265CC SIDECAR FOUR

£40,000 - £50,000

Bonhams



Mile muncher

Australia is a big continent. You need a proper big bike to make the most of it

PHOTOS BY KAY ELDREDGE OF FOCUSEDIMAGE.COM.AU

Above: Unmistakeably a Norton, the Atlas is as imposing as it is rapid. This example has been fitted with a Commando front brake – a good move

"I OWNED A Norton Mercury back in 1969," says Ross, "and I knew what a great machine it was. The Mercury was a 650, so I figured a little more power wouldn't go to waste."

Back in the early 1960s, Doug Hele at Norton and then Charles Udall at AMC adopted exactly the same logic. The single-carb Mercury and the twin-carb 650SS were the popular successors to the Dominator 88 and 99 twins, but the American market in particular was crying out for something bigger. The aim wasn't particularly to boost top speed, but to deliver the ultimate in top gear tractability for the time. So they bumped up the bore from 68 to 73mm, retained the old Dommi engine's stroke, kept the compression under control at 7.6:1, and introduced the 745cc Atlas, the ultimate development of the featherbed twin.

The result was, as hoped, a charismatic motorcycle that could romp from 10mph to 100mph in fourth gear. For once, the advert told few fibs: 'Real beefy power to give you searing acceleration and effortless top speed cruising.' Inevitably – intended for the home market – high-compression pistons could be fitted, along with a sports cam and twin carbs. This pushed

the Norton's performance potential to a genuine 120mph... but not necessarily for all that long.

Famously, the slimline featherbed frame sometimes fractured under such stresses (this was fixed with reinforcements recommended by Ken Sprayson at Reynolds). The clutch never could quite cope with the torque and the cylinder head gaskets were prone to blowing. Vibration at high revs could be fierce through the bars and took its toll on brackets and equipment. None of this is particularly surprising when you consider that the original Dominator generated 29bhp, and the Atlas's output had been boosted to 49bhp.

The eight-inch front drum sls brake, which had been considered suitable for the 650, started to fade in heavy use on the new 750, as *Cycle World* reported. "When used repeatedly and hard, the brakes began to show signs of distress." The 750's handling, however, was beyond reproach. "Steering and roadholding are truly in the Norton tradition: gear changes were silent and lightning quick; the riding position is excellent for rapid riding." Indeed, the American tester proved this by cruising all day at speeds of up to 100mph,



Left: Check out the magneto. It's a Joe Hunt device and replaces the original Lucas item. An easy identifier for Norton's 750 twins is the engine breather mounted on this end of the camshaft tunnel, in case you were wondering...



Above: That Commando 2LS front brake plate fits straight into the stock Atlas drum. Although the original sls device works well by the standards of the time, the weight and speed of the Atlas stretches its limits

Left: Owner Ross is a Norton man. You know this to be true because you can read it on his shirt!

Far left: Mighty Atlas ingests its fuel through a pair of Amal Concentric carbs. The air filters aren't the originals, but work just as well, as well as being simple to remove and clean

although the bike proved best at around 60 to 70 when, "the engine was burbling between 3000 and 4000rpm," below the vibration band, when "the thing felt as smooth as silk".

British riders had to wait a couple of years after the introduction of the Atlas for the model to become available on the home market. UK machines typically came equipped with two monobloc 389 carbs while American bikes were more normally seen with a single item or twin 376 carbs. Then from 1964 the motor appeared in a variety of hybrid guises, mix-n-matching the Norton 750 engine with AMC frames. Norton also offered a 'sidecar specification' which adjusted the gearing, steering trail, fork springs and gearing to suit three-wheelers.

Further development of the Atlas stalled when AMC went under and Norton changed hands, eventually emerging as Norton-Villiers. Although the Atlas was discontinued after 1966, the engine lived on for another decade, more comfortably contained in the Commando chassis, which almost civilised the big twin.

A quarter of a century later, owner Ross took a calculated gamble when he found the bike pictured here. Ross bought the 1965 Atlas sight-unseen from a dealer, and it turned out the Atlas wasn't even in the country when he placed the order! The Norton was part of a shipment en route to Australia, where Ross lives, from the USA. The dealer had a good reputation and promised that the Atlas would be exactly as it appeared in its photos. On top of that, Ross really didn't like the Norton when it turned up, then he could have first refusal on one of the others

PRICE GUIDE

£5000 to £7000

FAULTS & FOIBLES

The Atlas has only a single real fault – its high-rev vibration, which can be punishing on both rider and parts. Starting can be hard work for those short of leg, and some riders fit Commando kick-starts to fix this. The pressed steel primary chaincase often leaks, but straightening it out and fitting a decent seal fixes that. The Commando's 2ls front brakeplate fits straight in, and is a good idea

ALSO CONSIDER

Norton Commando (more brash, more cash). Royal Enfield Interceptor (MKI shares the Atlas shake, MK2 is superb). Moto Guzzi V7 (built for a decade from 1967 but less common in the UK)

SPECIALISTS

NorvilMotorcycle.co.uk
RGMNorton.co.uk

OWNERS' CLUB

Norton OC:
nortonownersclub.org



BUY IT NOW

Honor Oak Motorcycles in Skegness have this 1964 Atlas up for grabs at £6950. It 'starts with great ease and sounds crisp, does not smoke and has no nasty knocks.' Was rebuilt around 15 years ago and benefits considerably from a single-carb conversion (which will be why it starts so easily...)

from the same shipment. Reassured, the deal was sealed. When the Atlas arrived, Ross reckons "it was in excellent condition for its age, and I was delighted to discover that the engine and frame were matching numbers," and they've been together ever since.

Well. That's not entirely true. There was something of a two-year hiatus... but that's skipping ahead a bit. "When we first got the bike it was silver, had original – worn – monobloc carbs and was at standard bore. Over the years it changed colour to British Racing Green and then red (which means it goes even faster now!). The motor was bored out to plus-20 and the carbs were replaced with a Mikuni."►



Right: Compact, powerful and graced with sublime steering, the Atlas is a great classic riding machine

Norton **Atlas 750**

 An advertisement for the Norton Atlas 750. The top half features the brand name "Norton" in its signature script font next to the model name "Atlas 750". Below this is a large, detailed black and white photograph of the motorcycle from a front three-quarter angle. The bottom half contains descriptive text about the bike's features and performance.

The mighty Norton Atlas. The machine which develops more power throughout the entire range than any other available. Real beefy power to give you searing acceleration and effortless top speed cruising. Yet, at the same time, having the flexibility required for about-town riding and sidecar work. A choice of handlebars is available—the high western type illustrated or the usual Norton flat bar. Rev-counter extra.

MANUFACTURED: 1962 to 1967 **ENGINE:** Air-cooled ohv parallel twin
BORE / STROKE: 73mm x 89mm **CAPACITY:** 745cc **COMPRESSION:** 7.6:1
MAX POWER: 49bhp @ 6800rpm **LUBRICATION:** Dry sump, gear pump **IGNITION:** Magneto
CARBURETTOR: Amal Monobloc **TRANSMISSION:** 4-speed chain drive
FRAME: Slimline featherbed, full cradle **FRONT SUSPENSION:** Oil-damped Roadholder tele forks
REAR SUSPENSION: Swinging arm, twin shocks **FRONT BRAKE:** 8in sls full-width drum
REAR BRAKE: 7in sls drum **FRONT TYRE:** 3.25 x 19 **REAR TYRE:** 4.00 x 18
WHEELBASE: 55.5 inches **GROUND CLEARANCE:** 6in **SEAT HEIGHT:** 31in
DRY WEIGHT: 395lb **FUEL ECONOMY:** 56mpg average **BRAKING:** 28ft from 30mph
ACCELERATION: 0 to 60mph in 6.5 secs **TOP SPEED:** 110mph

Turned out, that modification wasn't entirely successful. "After riding it for a while with the Mikuni," says Ross, something was lacking. "I felt it wasn't as powerful as it had been originally." But before he could try a different set-up, Ross's son was in need of some classic transport so the Atlas was loaned to his lad for two years.

"When I got it back the machine had been totally neglected," explains Ross. "It needed new main bearings, new big end shells, a crank grind, another rebore to plus-40, new guides, valves and the cylinder heads re-faced." That lot must've stretched parental patience to its limits! "Lesson learned," says Ross. "No lending."

He also took the opportunity to equip the Atlas with a pair of Concentric carbs, which proved much more suitable than the Mikuni. Since then, Ross has ridden the Atlas for more than 100,000 miles (no, that's not a typo) going to classic rallies and on club runs. Most of the journeys have been two-up. "It takes a pillion smoothly, and is very comfortable and road-friendly."

The Atlas also isn't so big that it's unmanageable: "My wife has also ridden it and loves the smooth, easy handling." Ross suggests Avon Venoms "for grip and cornering". He also fitted an American Joe Hunt magneto: "The best improvement I've done to the bike". In theory, the original Lucas K2F magneto had been rebuilt but that didn't stop it failing. "My wife was sick of rescuing me from the roadside!" said Ross, but the new unit cured the problem. One final improvement may be in the pipeline; "an electric start, now I'm getting older..."

Not necessarily that old. On one memorable ride, Ross and his wife were two-up on the Norton in freezing weather conditions, crossing the Blue Mountains. They easily kept pace with the bike that was leading the run – a solo sporting BMW. The Atlas, "has enough power if you need it, but also has great balance which means it can corner very well at speed." **CBG**

G.P. CLASSIC MOTORCYCLES

- REPAIRS • SERVICING
 - RESTORATIONS
- For all British, Road, Race and Trials Bikes

A 'NORTON MAN' with 45 years' experience working on, Commando's, Heavy Twins, Singles ES2 and Model 50s, together with Royal Enfield, BSA and Triumph, both singles and twins.



Contact me on 07837608408

or e-mail info@gpclassicmotorcycles.co.uk

Visit my website www.gpclassicmotorcycles.co.uk
Near South Swindon, Wiltshire, Junction 15.

Graham Panter – Norton Commando Specialist



Machine Mart

INSTANT SHELTERS/WORKSHOPS



CIS1212

CIS88

Great for use as a garage, workshop or storage area.

- Extra tough, triple-layered, waterproof polyethylene cover
- Fully UV treated for long-term protection
- Heavy-duty, powder-coated steel tubing to protect against peeling, rust, chipping and corrosion
- Ratchet tightening and web strap components ensure drum-tight cover
- Bright white interior provides enhanced illumination
- Includes anchoring system

FROM ONLY
£139.98 EXC.VAT
£167.98 INC.VAT

MODEL SIZE (LWXH) EX VAT INC VAT
CIS88 2.4 x 2.4 x 2.4M £139.98 £167.98
CIS612 3.7 x 1.8 x 2.4M £169.98 £203.98
CIS1212 3.7 x 3.7 x 2.6M £199.98 £239.98

3 EASY
WAYS TO
BUY...

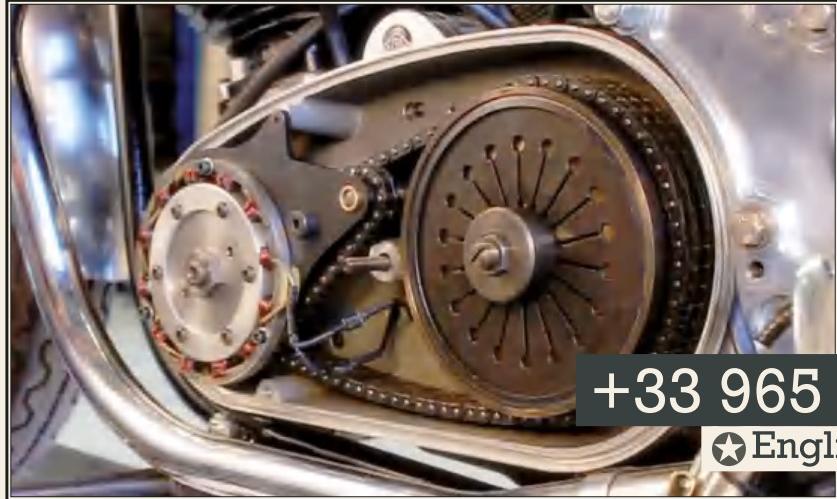
IN-STORE
65 SUPERSTORES
ONLINE
machinemart.co.uk

MAIL ORDER
0115 956 5555
CLICK &
COLLECT

Electric Starter Kit

Norton Commando 750 & 850 MK II

"La Jambe électrique"



+33 965 373 852

★ English spoken ★

www.alton-france.com



Except Mk3 and 750 Fastback with distributor

Some things in life are worth the wait.

Over forty years after the first Commando appeared, the Alton EKit electric start conversion finally brings it to life at the touch of a button... the one Norton put there in 1969.

On sale only through
our authorised
distributors.
Contact us for list.

RGM

Est 1980



NORTON SPARES 1920-1977
DISTRIBUTED WORLDWIDE

WWW.RGMNORTON.CO.UK



50 years of overseas trade experience

UNITY EQUIPE

Unity Converta engine plates etc

Now taking orders
Manx Frame built
specially for Harley
Sportster engine
and gearbox

50 page Catalogue £5
(refundable against order)

Packed with spares and parts for
the British biker or special builder

Callers & Collectors by appointment

Tel: +44 (0)1706 839059
Fax: +44 (0)1706 839348



E-mail: tritonmcs@aol.com
www.unityequipe.com



WE HAVE
EVERYTHING
YOU NEED TO BUILD
THAT
CLASSIC
MANX CAFE
RACER



The best boxer

It may not actually be the ultimate riding machine, but BMW's R90S is arguably the firm's finest air-cooled motorcycle

WORDS & PHOTOS BY FRANK MELLING

Above: Even for the 1970s, this was a pretty vivid approach to a colour scheme. For previously restrained BMW it was utterly radical

Opposite R-L: This machine is fitted with an aftermarket sump extension. This allowed both an extra oil capacity and a certain additional cooling

The back end of the bike was unique, entirely recognisable and a good advert for BMW. A solo seat was also available, and was very comfortable

Twin discs though they were, the original ATE calipers demanded a certain robustness in the grip department to work at their best. The forks are sturdy and smooth, their travel long

One tradition BMW retained was its high standard of finish and fit. The bikini fairing was rigidly fixed, and the instruments behind it were steady and protected from the elements

ASK A CHAP in the late 1960s what he thought of BMWs and the response would have been along the lines that they were solid, reliable workhorses ridden by hard men who thought that using a plastic bag to sleep on in a blizzard was a sign of effete, limp-wristed decadence. BMWs of the period came in a wide range of colours. There was black, black, black and black. Customising a BMW meant painting it white. White demonstrated a confused sexual orientation and was therefore very suspect.

As BMW riders tended to like their bacon sandwiches still attached to the hind legs of a wild boar, which they could then barehandedly fight to the death, BMWs were started manually courtesy of a tiny pedal attached to the rear of the gearbox. Mainstream humans failed miserably at this task but the über beings who rode BMWs could manage to fire up the Bavarian flat twins using no more than the end of their little finger. Achieving ignition was just the start of getting to grip with the boxers' idiosyncrasies. In short, BMWs lacked mass-market appeal. All this was about to change.

As the flower-garlanded, flared jeans and pink-shirted 1970s were born, BMW hit the biking world with

a whole range of truly outstanding motorcycles. And at the very top of this fresh, shiny tree was the R90S.

The R90S was one of the cleverest motorcycles ever produced and was proof positive that BMW's marketing team really understood the problem it faced. In addressing the factory's image of staid, dull reliability it managed to do that smartest of all three-card tricks: retain BMW's existing customers, bring on new ones – and do so cost effectively.

Technically, the R90S was light years behind the Japanese and was nothing more than a modest evolution of earlier boxer twins. Thus the shaft drive was retained, as was the two-valve, horizontally opposed, pushrod twin-cylinder engine. This was not state-of-the-art engineering by any stretch of the imagination. But what an engine the Germans produced! The new powerplant, with its five-speed gearbox, still looked, sounded and felt like previous BMWs, but this was a motor that had been to the gym for a serious workout. Mechanically similar to the R90/6, the S benefited from a series of subtle modifications, such as relocating the master cylinder under the fuel tank, adding a second disc to the front end, and losing



the working bike's fork gaiters. Compression on the S was raised by half an atmosphere to 9.5:1.

The three aces the R90S had to play were usability, fitness for purpose and utter, totally, unburstable reliability. With a top speed of less than 120mph, the R90S lost out to the true hyper-sportbikes of the day and was, on paper, no faster than Triumph's 750 Bonneville or the Honda CB750. The big difference was that the BMW's 120mph top speed genuinely equated to a solid 110mph cruising performance.

This point needs stressing. Riding an R90S meant it was comfortably, practically and realistically possible to cover 90 miles in an hour and 150 or more in two hours. The surprisingly effective cowling significantly reduced wind blast and rider fatigue. Nothing else in the bike world and very few cars of the time could offer this supreme distance-devouring performance. Miles didn't disappear beneath the BM's wheels – whole countries simply zipped past in a satisfying blur. I used BMWs as my carriage of choice when I was reporting on motocross GPs in the 1970s and 600 miles in a long (pre-speed camera) day was not unusual. The 900 miles from San Marino to Calais was a bit of a haul – but only for me, not the Beemer.

Critics of the motor complained, justifiably, that the gearbox was dreadful compared with the Kawasaki Z1, which it was. BSA group triple owners boasted that their bikes offered vastly better handling, and this too was true; the soft suspension that worked well on long distances let the big bike wallow and nose-dive on twisty roads. And the supremely refined Honda CB750 was infinitely smoother. But when the BMW rider saw that there were 1500 miles of hard riding ahead there was always going to be

PRICE GUIDE

£4000 to £15,000

FAULTS & FOIBLES

Some unique components (inc saddle, handlebar risers) not shared with /6. Original white-number/red needle instruments very hard to find. Mechanical tacho can be noisy; needles fall off. ATE brakes need properly setting up. Electrical gremlins can be diode failure on the board in the headlight.

Hot starting probs can be owing to heat transfer where carbs mount directly on to metal; Dell'Ortos also more throttle-sensitive than Bings (but leak less petrol on to your boots...)

ALSO CONSIDER

R100RS (more refined, a fraction of the cost). Moto Guzzi Le Mans Mk1 (similarly gutsy, less dependable). Norton Commando Mk3 Interstate (better bendswinging, less weather protection)

SPECIALISTS

james-sherlock.co.uk
motorworks.co.uk

OWNERS' CLUB

BM Riders' Club:
bmridersclub.com
Vintage BMW Motorcycle
Owners:
vintagebmw.org



This 1975 R90S is being sold by James Sherlock as a resto project. 68k on the clock, starts and runs but needs an overhaul. Mostly original, complete Keihin stainless exhaust system, one owner since 1998. 01769 574 350 or see james-sherlock.co.uk

only one winner. The motor might have only produced 67hp – but what wonderfully practical, useable, willing and reliable horses they were. "Pistons," said *Cycle World*, "are large enough to look as though they've come from a mining locomotive," while praising the easy access the R90 offered the home mechanic for valve and carburettor adjustment.

The chassis complemented the motor wonderfully. The R90S was never the hyper-sportbike as BMW claimed but it was a supremely confident high-speed performer. With 208mm of long travel suspension, superb rider ergonomics and a large, five-gallon fuel tank, the bike allowed the rider to make use of the motor's abilities. As pilots of modern sportbikes know all too well, there is no point in having limitless performance if the riding position causes agony after 50 miles. ➤



Above: Thanks to Keith Campbell at Hourglass Racing for the loan of his personal R90S



Wir bauen Motorräder zum Fahren

Für BMW Freunde muss Amerika ein Zuhause sein! Das Sogenannte „American Dream“ ist kein Traum mehr für die Amerikaner. Sie müssen es sich verdienen. Aber sie können es sich leisten. Technik zu parat zu haben.

Die R90S ist ein Motorrad, das nur für den Amerikanischen Markt bestimmt ist. Ein Motorrad, das auf dem Land und auf der Straße gleichermaßen zu Hause ist. Ein Motorrad, das auf dem Land und auf der Straße gleichermaßen zu Hause ist.

BMW Die Amerikanische Form. Ingekennzeichnet von Harten



MANUFACTURED: 1973 to 1976 **ENGINE:** Air-cooled ohv horizontally opposed twin **BORE / STROKE:** 90mm x 70.6mm **CAPACITY:** 898cc **COMPRESSION:** 9.5:1 **POWER:** 67bhp @ 7200rpm **TORQUE:** 55lb-ft @ 5500rpm **CARBURETION:** 2x Dell'Orto 38mm **LUBRICATION:** Wet sump **CLUTCH:** Dry, single plate **GEARBOX:** 5-speed, foot-change **FINAL DRIVE:** shaft **FRONT BRAKE:** 2x 260mm disc, ATE caliper **REAR BRAKE:** 200mm sls drum **FRONT TYRE:** 3.25 H19 **REAR TYRE:** 4.00 H18 **FRAME:** Tubular double loop, bolt-on rear section **FRONT SUSPENSION:** Tele forks, hydraulic damping **REAR SUSPENSION:** Swinging arm, twin shocks **WHEELBASE:** 58in **SEAT HEIGHT:** 32in **GROUND CLEARANCE:** 6.5in **WEIGHT:** 475lb fuelled **FUEL ECONOMY:** 56mpg average **BRAKING:** 30ft from 30mph **ACCELERATION:** 0 to 60mph 5.7 secs **TOP SPEED:** 125mph

There was also a delightful attention to detail, which inculcated a sense of pride in owning a BMW. As an example, the twin 260mm discs were drilled not only for lightness but also to enhance their performance in wet weather. So far, so good. What was really clever was that BMW first caddy plated the disc so that the drilled holes wouldn't rust and then surface ground the rotors. Knowledgeable observers stood back, looked at the BMW and nodded sagely at the outstanding fit and finish. The R90S was expensive but looked to be an out and out bargain when compared with its British and Japanese opposition.

Last but not least, there was the R90S' appearance. In a deliberate attempt to put the black and dour images behind them, BMW produced its new flagship in stunning air-brushed colours ranging from burnt orange to a magnificent air-burst grey. The impact of the styling was immediate and dramatic. Suddenly, for those who could afford it, the R90S became the bike to have. Film stars and chief executives became BMW owners and in doing so opened up a whole new market for the Bavarian bikes. The really clever thing was that hardcore BMW enthusiasts still stayed with the factory because of the bike's mechanical prowess: truly, the hardest thing for any company to pull off.

In 1974 the R90S retailed at nearly \$4000 in the USA, yet the importer expected to sell every bike it could bring into the States. Today, a R90S is one of the great aspirational motorcycles in the classic bike world – and the price reflects the bike's status. A bonus is that BMW is rather proud of the bikes from this era so there is an extensive supply of spares. **CBC**

BMW NEW & USED PARTS

Fast, competitive
international shipping

All models
post 1970



we go the
extra mile



01484 353 600 • 0845 458 0077 • www.motorworks.co.uk

GET BMW PARTS FAST

- Comprehensive stock of new and used parts
- Unrivalled knowledge and expertise
- Same-day despatch from stock
- Enthusiastic and friendly staff



BMW R90S for restoration
matching frame and engine numbers, 68,315 miles
runs very well but tatty
£4995

01769 574350

www.james-sherlock.co.uk

ELEKTRONIK
SACHSE 

www.elektronik-sachse.de

- Electronic Ignition systems
- Alternator regulators
- Ignition coils
- Ceriani style forks / Shocks
- Accessories

Marco & Horst Patzer
Kloster-Oeseder-Weg 37
49176 Hilter
Germany
+49 (0) 5409 9069826
info@elektronik-sachse.de



**MSM MOLLSPRINGS
MOTORCYCLES**

SERVICING, REPAIRS, TYRES,
MOT PREP, RECOVERY. 30+ years experience

BRITISH, JAPANESE & EUROPEAN MOTORCYCLES
PAST AND PRESENT

UNIT 19,
HONLEY BUSINESS CENTER,
NEWMILL ROAD, HONLEY
HOLMFIRTH HD9 6QB
TEL/FAX 01484 660295
MOBILE 07843 709097

For full details see www.mollsprings.co.uk
Email mollsprings19@live.com





■ 1: Perfect. Nearly perfect. Velocette did everything differently, and did it well ... mostly

■ 2: The case at the front contains the V-belt drive to the dynamo, the larger case contains the primary drive. Uniquely, the final drive lives outside the clutch and primary chain. Consider the tray beneath the engine, and then find out about it in the story...

■ 3: The forks fitted to this bike are Dowty Oleomatics, which relied on air as the springing medium. This is fine when the seals work, otherwise the forks simply collapse, which is undignified. These forks have been converted to use conventional steel springs, but this Schrader valve is a relic of the original system

■ 4: The front brake looks very handsome, with its alloy brake plate and curvaceous lever, but it's not a rubber-squealer, not exactly

■ 5: Velocette's characteristic 'map of Africa' timing case is a simple recognition point. As is the Miller dynamo at the front, with its voltage regulator perched on top

Mellow Velo

This trad Brit single cost its owner less than a tenner half a century ago. Money well spent?

WORDS & PHOTOS BY RICHARD JONES

IF YOU BOUGHT a motorcycle as a teenager in the 1960s and you still own it today then it stands to reason that bike must be pretty special. Trevor Pinfold's 1948 Velocette MAC is just such a machine, and one he has cared for and improved over the last 50-odd years. When Trevor heard it was for sale for a fiver he went to have a look, but on arrival the price had increased to a massive £7/10s. Undeterred, Trevor acquired the 350 and "it was all up and running and on the road straight away". As was the craze back in those halcyon days, the steel mudguards were replaced with aluminium items, a Triumph dualseat added to replace the single seats and the tank sprayed red with black transfers.

"At the time it was nothing special, and was just a general-purpose ride-to-work bike," says Trevor. The MAC had one major fault – it deposited oil when parked up. Replacement oil was initially no problem as there was plenty to spare at his work as an

apprentice. However, a change of jobs resulted in oil having to be bought and a new foreman unimpressed with oil deposited on the floor of the workplace. It was easier to put the Velo in the back of the shed and replace it with other machines, which subsequently included a BSA Empire Star, a Vincent Comet and a Velo KTS. Starting a business as a freelance engineer meant the MAC remained in the shed until the late 1980s, when Trevor's growing interest in classic bikes led to its resurrection.

When time came to put the MAC back on the road, Trevor was surprised by the number of parts that were missing. He puts that down to cannibalising the MAC over time to keep other machines running. "It was initially intended to be a case of minimum work to get it on the road, but it resulted in a complete restoration back to something like standard condition. This took me four years as time, money and parts became available. I put it back on the road in 1992 and have been using it regularly ever since."



Back in the 1930s Veloce was using its slim, single-cylinder, 348cc ohc K-series engines to power its sporting motorcycles alongside the 249cc two-stroke GTP. Veloce saw a gap in its range and addressed this by introducing the single-cylinder, 248cc MOV, announced in June 1933 and which appeared in the 1934 model range. The MOV had an overhead valve configuration, gear-driven camshaft, enclosed valves and almost square dimensions. The magneto went to the rear of the engine, the dynamo to the front, there was dry sump lubrication and a four-speed hand-change gearbox, the whole motor being housed in a cradle frame.

Although none of the MOV's cycle parts were shared with Veloce's other models, it looked and performed just like a Veloce should. Early road models would do 60mph and some of the tuned racing machines could achieve 100mph. Almost immediately the MOV was followed by its bigger brother, the MAC, which was created by extending the MOV's stroke to 96mm. Combined with a bore of 68mm this gave a capacity of just under 349cc. Weighing 280lb and with the high-camshaft pushrod engine producing 15bhp at 6300rpm, the MAC was capable of 75mph. In various forms of development, it was manufactured from 1933 to 1960 and is perhaps the most easily affordable and easy-going Veloce model.

Unsurprisingly given its long history, Trevor's MAC does not conform to the exact specification as when it first rolled out of Hall Green in 1948. When Webb stopped producing girder forks, Veloce employed air-sprung Dowty Oleomatic front forks.

PRICE GUIDE

£3500 to £5500

FAULTS & FOIBLES

Front brake on 1940s bikes feels almost absent by modern standards; rear one is good enough to compensate at B-road speeds. Velo's unique clutch takes some getting used to, but is well suited to the MAC's power output. Check engine cases for bogged repairs (epoxy resin residue is a bad sign). Avoid 250 MOVs, which have been 'upgraded' to 350s

ALSO CONSIDER

Vincent Comet: a 500 single from the other prestige V-brand. Norton Model 50: built as a rigid with girder forks from 1933 to 39; less choice and more ££ than a MAC. BSA B31: cheap and cheerful 350 single, plentiful and half the price of a MAC

SPECIALIST INFO

Grove Classic Motorcycles

OWNERS' CLUB

Veloce OC:
velocetteowners.com

BUY IT NOW



Before the 350 MAC came the 248cc MOV, and this 1936 girder / rigid 250 is up for sale at £6500. It's showing 68,000 miles on its clock and was MoT'd until this summer. In Cheshire; search eBay for classic-motorcycles-ltd or 01928 788500

Although on his machine the valves for adding air are still visible, Trevor discovered that coil springs had been fitted in the forks but the dampers had been removed. "Unable to acquire any replacements, I made my own. They are better than nothing." Trevor is probably underplaying his expertise here – after all he is a career engineer who is clearly very hands-on. Other improvements and upgrades include the installation of a seven-plate KTS clutch, a rectifier in the headlamp shell (fitted when a cut-out relay in the Miller dynamo became unserviceable), and a Triumph Daytona piston to replace the original.

"This piston is definitely an improvement but is 1mm bigger, so it is the equivalent of a 0.040in oversize rebore." Trevor also tweaked the gearing ➤



Above: The BTH (British Thomson-Houston) magneto provides reliable sparks, and is considered by many to be superior to the more common Lucas alternative

Above: The typically large Miller ammeter sits in the headlight shell, and its switch has an extra 'CH' position, for charging the battery a little more when the lights are off. The speedo is in fact rubber mounted; the engine may be smooth, but the rigid frame may not be

Above right: Viewed from several perspectives, the rigid MAC is one of the best Velo singles. It's affordable, great to ride, and a pleasure to live with

to adjust the MAC's acceleration. "Reducing the number of teeth on the gearbox sprocket by either one or two is definitely worthwhile." And because he had one available, Trevor has also fitted a cylinder head designed for sprinting and this, "improved the performance a little."

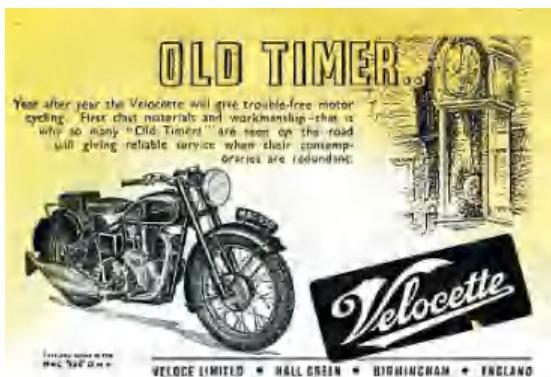
Oil leaks were still an issue. One source was where an earlier engine sprocket had been fitted. This blanked off a breather in the crankshaft, forcing it to breathe through a break in the crankcase. More serious was a leak from a broken crankcase which had been repaired once already, so Trevor again had it re-welded and re-machined during his restoration. However, it broke again a couple of years later – it transpired that the cause of the problem was the frame. Early MACs had a pair of tubes running from

the front downtube to the gearbox mounting cross-tube. War Department models saw these tubes replaced with a steel forging from the front downtube to the rear frame, essentially a bash plate. In 1948 Velocette reduced this forging, removing the section under the engine and thus making the crankcase a stressed part of the frame – something it was never designed to be, hence the breakages. The reason given for this change was to save material (and presumably money); Velocette reverted to the twin tube solution in 1949.

Although Trevor had sourced another engine, he fabricated a section to replace the forging omitted by Velocette and welded it into the frame. "It now looks like a 1946 frame and I've had no more trouble" he reports.

Day-to-day maintenance of the MAC has been relatively minor. A broken fibre gear on the advance/retard unit was replaced with a steel unit, which required some ingenuity to install. Broken balance shafts on the speedo – which is now rubber mounted to reduce impact from potholes – were replaced. Fitting a different rear wheel proved to be the simplest way to fix the failure of the speedo drive unit, when poor-quality replacement units failed to do the job. The Miller dynamo still causes some problems: it struggles to keep up with the headlight at anything below three-quarters throttle. This could probably be resolved with some clever electrickery or LED bulbs, but Trevor does not use the MAC at night so...

Final words go to the proud owner after half a century together. "I find the MAC is suitable for any riding. I use it for VMCC runs, going out on my own and, when I was still commuting, I often used it to travel 30 miles each way. What I like most about it is the fact that it is an old friend. It's good that, generally, it is an easy starter. It goes well, it's light and also very reliable. If there was anything I didn't like about the bike I wouldn't have kept it for so long, or I would have sorted out the problem." **CBC**



MANUFACTURED: 1946 to 1959 **ENGINE:** Air-cooled four-stroke ohv single
BORE / STROKE: 68mm x 96mm **CAPACITY:** 349cc **COMPRESSION:** 6.75:1
POWER: 15bhp @ 6300rpm **GEARBOX:** Four-speed foot-change
FRONT SUSPENSION: Dowty Oleomatic tele forks, air/hydraulic damping
FRONT TYRE: 3.25 x 19, WM2 **REAR TYRE:** 3.50 x 19, WM2
FRONT BRAKE: 7in sls drum **REAR BRAKE:** 6in sls drum
IGNITION: BTH magneto **GENERATOR:** Miller dynamo **DRY WEIGHT:** 280lb
WHEELBASE: 52in **GROUND CLEARANCE:** 5in **SEAT HEIGHT:** 27.5in
TOP SPEED: 70mph **PRICE NEW:** £129 plus tax in 1948

**GROVE
CLASSIC**
MOTORCYCLES
LIMITEDE



Velocette

Check out all our special offers on our website

- Primary Chain Cases
- Twin Leading Brake Assembly
- Velocette Special Tools
- BTH Magneto

TEL: 01234 752033 • FAX: 01234 752055

EMAIL: MIKE@VELOCETTEPARTS.CO.UK

**For our Full Stock Range including
prices and photos visit:
www.groveclassicmotorcycles.co.uk**

**Vehicle
Wiring
Products**

We supply a comprehensive range of wiring products for repair, modification or complete rewire to your classic bike.



FREE
CATALOGUE

Visit our website, phone or email for a FREE catalogue

www.vehicleproducts.co.uk

Tel: 0115 9305454 ■ Email: sales@vehicleproducts.co.uk
Vehicle Wiring Products,
9 Buxton Court, Manners Ind Est, Ilkeston, Derbyshire DE7 8EF

In association with



THE
22nd CAROLE NASH

EUROJUMBLE

SEPTEMBER 4-5, 2015

**NETLEY MARSH,
NEAR SOUTHAMPTON
SO40 7GY**

**ADVANCE TICKETS
ON SALE NOW!**

FRIDAY: Adults £8, senior citizens £7, children U12 £2

SATURDAY: Adults £5, senior citizens £4, children U12 £2

- BRAND NEW!
Charterhouse Auction on Friday
- Hundreds of autojumble and trade stands
- Motorcycle club displays

Ticket hotline:
01507 529529

Visit:
www.classicbikeshows.com

Trade enquiries:
01507 529430



[www.facebook.com/
classicbikeshows](https://www.facebook.com/classicbikeshows)



@classicbikeshow
#2015CBS

classicbikeshows.com

CHARTERHOUSE
Auctioneers & Valuers

PLACES TO BE

COPDOCK
Motorcycle Show

Sunday 4th October 2015 9am - 5pm Trinity Park, Ipswich IP3 8UH
On the day £10 - Advance tickets £8.50 available from our website
accompanied children under 14 free

Even bigger marques for all things Custom!
Guest of Honour Eight times World Champion PHIL READ MBE

plus... AUTOJUMBLE, TRADE STANDS, LIVE MUSIC SHOW BIKES, CLUB STANDS, GIANT TV SCREEN...
www.copdockmotorcycleshow.co.uk

You don't have to own a Norton so Join Today!

www.nortonownersclub.org
01949 838752

Norton OWNERS CLUB

- Monthly Magazine
- Spares Scheme
- Technical Help
- Discussion Forum
- Rallies & Shows
- Parade Laps
- Dating & Registration
- Insurance Schemes



f t
Search Norton Owners Club

IF YOU LIKE BSA BANTAMS
then you're going to love us...

Events Quarterly Magazine
Technical Info Machine Dating
Discount Parts Club Shop

Contact: Bryan Price
Membership Secretary
BSA BANTAM CLUB
Join the flock 01529 497304 - www.bsabantamclub.com

Classic Motorcycle Tours

CUBA

with your or
our classic bike
from 26 Dec
to 11 Jan 2016

www.mototouring.com

REG ALLEN LONDON
37-41 Grosvenor Road, London, W7 1HP, Phone: 020 8579 1248
reg.allen_london@virgin.net www.reg-allen-london.co.uk
Open: Mon-Fri 9.30am - 6.00pm. Sat 9.30 - 5.00pm

TRIUMPH Meriden Triumph Specialists
in TWIN and TRIPLE SPARES, with full workshop facilities for servicing, repairs and rebuilds

Royal Enfield Spares & Repairs
Bikes: EFI Bullet & EFI Fury.

AJS AJS London Agents
All models available to order, see our website for more details

COME AND VIEW
A UNIQUE COLLECTION OF BRITISH MOTORCYCLES FROM VESTERYEAR
Charitable Trust No. 1118 119

LONDON MOTORCYCLE MUSEUM
Museum Farm Greenford

OPEN SATURDAYS, SUNDAYS & MONDAYS
ENTRY: ADULT £8
SENIOR (over 65) £4.50 UNDER 15s £2
(WILL VARY ON EVENT DAYS)
29 Oldfield Lane South, Greenford, UB6 9LB
Phone: 020 8575 6644
www.london-motorcycle-museum.org
Opening times: 10am - 4.30pm
Last entry 4.00pm
Follow us on Facebook and Twitter.

E.G.P. Enterprises
MOTORCYCLE JUMBLES
Kempton Park Racecourse, TW16 5AQ (J1 off M3)

KEMPTON PARK MOTORCYCLE JUMBLE SAT. 19TH SEPT 2015

Admission: Adult £6.00 Child OAP £5.00 - Gates open at 9.30am
Food & Refreshments available - Free car park
Selling your bike? Why not try our Bike Mart?

Contact: Eric Patterson - Tel. 01344 883961 - Mob: 07796136203 / 07717696184
Email: ericgpatterson@btinternet.com

WWW.EGP-ENTERPRISES.CO.UK

Romney Marsh Classic Bikejumble
10am Sunday 20th September
Auction of spares, Automobilia etc starts 1pm
At Hamstreet, Nr Ashford, Kent TN26 2JD 6 miles South of the M20 Junction 10
Motoball! Five-aside motorcycle football - great fun to watch!
Local Hog Roast. Entry £4 adults, £3 65+over, kids free.
Selling your Bike! Free Display-to-Sell Bikemart area!
Having a clear-out? Cheap garage clear-out stalls (not for traders)

South of England RealClassic Show & Bikejumble
10am Sunday 25th October
With Jim Redman MBE, Six Times World Champion & 11 times Isle of Man TT Winner
Show Theme : Manx Norton
Five Halls of motorcycle Show and autojumble
Free Bikemart, Cheap garage clear-out stalls
Entry £6 adults, £5 65+over, children U16 free.
Hog roast, real coffee & artisanal bakers, South of England Showground, Ardingly, West Sussex RH17 6TL

ELK Promotions, PO Box 85, New Romney, Kent TN28 9BE
01797 344277 www.elk-promotions.co.uk

**SAVE
UP TO
£243
on a Multi-Bike policy***

Included with your bike policy

New Carole Nash *rider* cover

WE cover your mate's bike when
YOU ride it - FREE of charge on us!**



Carole Nash, a name you can trust
0800 781 9291

- ✓ Low excess only £50
- ✓ Free agreed value^^
- ✓ UK & European breakdown and accident recovery, including Homestart assistance worth over £100

- ✓ Up to £100,000 legal expenses cover in the event of an accident which is not your fault
- ✓ RIDER COVER** - FREE accidental damage cover when riding other bikes
- ✓ FREE DNA+ protection system worth £30^



CAROLE NASH
30TH BIRTHDAY

The care it deserves

96% reevoo[®] of customers would recommend Carole Nash
Based on reviews from January 2015 – June 2015

defaqto 2013	defaqto 2014	defaqto 2015
★★★★★ MOTORBIKE INSURANCE	★★★★★ MOTORBIKE INSURANCE	★★★★★ MOTORBIKE INSURANCE



Golden moment

While prices of Triumph and Norton twins have risen steadily, BSA's pre-unit 650 is still eminently affordable. It's also (don't tell anyone) a better bike in many respects...

WORDS & PHOTOS BY FRANK MELLING

Above: Despite having just the one camshaft, the BSA engine always appears larger than its Triumph equivalents. Fine frame, and considerable comfort available here

Opposite L-R: The iron Flash version of the A10 engine series is the easiest to live with. This one has an air filter, which is good, and a float chamber extension for the single carb, which is a mystery. Neat aftermarket finned rockerbox covers, while we're being an anorak...

The rear brake is operated by a cable, which means that it's not fierce at all. The motivation for brake operation is transferred from the left foot pedal to the right side by a shaft running through the swinging arm spindle

Rear chain enclosure (it's not an oil bath) is a good idea, extending chain life considerably. Short, strong swinging arm helps the handling

THERE ARE TWO equally valid ways of looking at the BSA Golden Flash. One, and it's the view you will most often hear being offered by Triumph enthusiasts, is that despite its polychromatic golden paint finish, the BSA is a dull, conservatively styled lump of a bike that looked old fashioned even when it first appeared in 1950. All this is true. The second, more objective opinion is that the A10 is in every way but one the equal of Triumph's sexy, charismatic 650 twins. Indeed, in some respects, the BSA is a markedly better motorcycle altogether.

The one missing ingredient, and it's a magic one in terms of making a motorcycle's reputation, is styling. In the 1950s and early 1960s, nothing in the world looked as lust-generating as a Triumph T'Bird, rapidly followed by the T110 and Bonneville. By contrast, BSA's offering appeared worthy to the point of dullness... until you look under the skin of the bike.

We'll come to the engine and gearbox in a moment, but let's start with one of the great unsung heroes of motorcycle design: the BSA duplex frame. Received wisdom at the time was that there was only one decent frame in the world and this was the iconic Norton featherbed. In truth, the Norton duplex frame does work wonderfully well when it houses the single-

cylinder Manx engine which sits low between the bottom frame rails and provides an exemplary centre of gravity. However, put a twin-cylinder engine in the same chassis and it is not nearly so good.

By contrast the BSA frame is peerless. It performs not only as a home for the twin-cylinder A7 and A10 engines but, with a slight kink in the right hand side bottom rail, also as the frame for the legendary BSA Gold Stars. And anyone who thinks that Goldies don't handle hasn't raced against one!

The A10's front forks are also better than the Triumph opposition. As standard they come with only compression damping, but the grandchildren of the Eddie Dow Superleggera two-way damping kits are freely available and these transform the Flash's suspension. So that gives a bike with an exemplary frame and good front forks and the same rear shocks as everyone else used at the time.

So, the A10's handling is a treat. Riding it would be even better except for the penny-pinching brakes both front and back. The Flash's younger sporting brother, the Rocket Gold Star, had brakes lifted straight from the Gold Star and these could have been standard across all the BSA 650s but BSA accountants ruled the engineers, so the Flash comes



equipped with feeble seven-inch hubs front and back. Mind you, these brakes were adequate for the working man riding poorly surfaced roads, back in 1954 when the swinging arm model replaced its plunger predecessor. (Sidecar pilots could secure a plunger-frame version by special order for several years after the swinging arm version arrived.)

The A10's engine is, by the standards of the day, a real peach. It began life as a 500 just before the Second World War as a Val Page concept, and Valentine Page was the greatest of all the British motorcycle designers. Post-war, the legendary Edward Turner had a dabble with it, but the bulk of the work on BSA's first post-war twin was done by their chief designer, Herbert Perkins. The BSA engine is arguably a neater, more efficient design than its Triumph competitor. A single, four-lobe camshaft, located neatly behind the cylinder barrel, lifts the pushrods and this gives a quiet, oil-tight engine.

When Bert Hopwood joined BSA in 1949, a hurried decision was made to enlarge the 500 engine into a 650cc powerplant capable of matching Triumph's all new Thunderbird. In just five months, Hopwood re-worked and significantly improved the A7 into a 650cc engine, which was a match for the T'Bird in terms of performance. Better still, it was a paragon of reliability and smoothness, and the gearbox and clutch were first class too.

The A10's engine has iron barrels and cylinder head. This was a real drawback in its heyday in terms of overheating, and so the sporting versions of the A10 had alloy heads. Now, when classic bike owners

PRICE GUIDE

£2700 to £5000

FAULTS & FOIBLES

Although a well set-up A10 is as leakproof as you'd hope, generations of bodgers stripped many threads, especially around the rockerbox. The magneto's fibre gear strips but it is an easy (permanent) fix. Many Flashes hauled family outings; check the frame – esp the swinging arm ones – for alignment.

ALSO CONSIDER

Ariel Huntmaster (less common, similar engine, more ££). AJS Model 31 or Matchless G12 (similar performance and prices, slightly less oiltight). BSA A65 (the later unit construction 650; better brakes but less charm; cheaper)

SPECIALISTS

draganfly.co.uk
[C&D Autos](http://CDAutos)
srmclassicbikes.com
suprememotorcycles.co.uk

OWNERS' CLUB

BSAOC:
bsaownersclub.co.uk

BUY IT NOW



This early swinging arm A10 was first registered in 1955. More recently it's been owned and used by a Norfolk enthusiast collector who gave it an extensive engine overhaul. On sale for £5250 at Andy Tiernan: 01728 724321 / andybuysbikes.com

are not chasing performance, the quietness of the all-iron engine is rather attractive and gives the Flash an air of sophistication. What the A10 always lacked was Triumph's charisma. Worthy as the Flash was, you could never imagine Marlon Brando riding into Carbonville on a BSA Twin: he would have been far more likely to be delivering gifts to orphans.

So, this brings us to the present day. If you want a practical, highly useable classic then the Flash ought to be right at the top of your shopping list. Critically, a decent A10 starts instantly and the highly robust power plant can be further improved with modern internals. This is an engine that can deal with a thousand-mile trip without a moment's hesitation. A useful selection of BSA specialists offer a plethora of mods to improve the standard engine even more, and ➤



Above: The late Golden Flash is one of relatively few old Brits we can recommend with little hesitation

Top right: The two 'arms' of the timing cover contain drives to the rear-mounted magneto and the dynamo at the front. The latter is driven by a separate chain in its own grease-filled compartment. Modern drive-belt conversions for that are available

Far right: Mixed news from the front. The forks are very good, more robust than they look, and smooth too. The anchor, on the other hand, is unimpressive on modern roads. Back then, of course, they worked fine with a sidecar and four adults aboard...

electronic ignition makes the engine a doddle to start. It's hard to think of a more practical classic for the 21st century.

Unlike some old Brits which are famed for their clattering incontinence, Hopwood's parallel twin runs near silently and never a drop of oil will appear on the motor. Nor for that matter does the BSA primary chaincase leak oil. It is a robust, all-alloy construction and, once prepared properly, stays bone dry. In all, a very non-British classic in terms of oily incontinence. The rear chain is just as well sorted with an all-enveloping metal case, which means minimal lubrication and long life.



BSA 650 c.c. O.H.V. TWIN model A10 GOLDEN FLASH

Exhilarating acceleration, extreme flexibility; perfect road holding and rock-steady steering, superb comfort and striking appearance make the Golden Flash popular as either a powerful solo or sidecar mount. Features which contribute to its remarkable performance include duplex cradle frame, swinging-arm rear suspension and full width aluminium hubs with powerful brakes. The rear wheel is quickly detachable while a rear chain cover giving complete enclosure can be fitted to order. Plunger rear suspension is available to order.

While the A10 was never the big seller BSA wanted it to be, it was still a solid mount for the everyday rider and it is now an affordable classic. The original A10s were good for a solid 90mph or more, and so a classic today will happily run at 60mph all day without a hint of stress. The four-speed gearbox is sweet, reliable and positive and the clutch, again with modern improvements to the friction material; utterly trustworthy. First gear is sufficiently low for town centre parades and laps of the showground arena, while top will allow the A10 to burble along at respectable speeds on a whiff of throttle. What more could classic bike gentlefolk want?

Even the standard brakes can be set up so that they are at least capable of handling relaxed classic riding – although more sporting riders might want to source a 190mm Gold Star front stopper for track days and sustained high-speed use. Finally, the A10's handling is impeccable and the large saddle comfortable. In fact, the whole bike is a paragon of virtue.

Now for the critical question: would I own an A10 rather than a T'Bird? The answer is almost inevitably... no. Walk into your garage at the end of the day and you will admire the Flash and think warmly of its many virtues – but your tongue will hang out in lust for the Triumph. And that's why, condition for condition, the A10 is always cheaper than a Thunderbird or Norton Dominator. **CBC**

MANUFACTURED: 1949 to 61 **ENGINE:** Air-cooled ohv parallel twin **BORE / STROKE:** 70mm x 84mm **CAPACITY:** 646cc **CARBURETTOR:** Amal **COMPRESSION:** 6.5:1 **POWER:** 42bhp @ 5500rpm **LUBRICATION:** Dry sump **IGNITION:** Lucas magdyno **CLUTCH:** Multi-plate **TRANSMISSION:** 4-speed foot change, chain final drive **FRAME:** Welded steel tube, duplex downtubes and full engine cradle **FRONT SUSPENSION:** Hydraulically damped tele forks **REAR SUSPENSION:** Swinging arm, twin shocks (from 1954) **FRONT BRAKE:** 8in sls drum **REAR BRAKE:** 7in sls drum **FRONT TYRE:** 3.25 x 19 **REAR TYRE:** 3.50 x 19 **WHEELBASE:** 56.5in **GROUND CLEARANCE:** 5in **SEAT HEIGHT:** 31in **WEIGHT:** 400lb dry **TOP SPEED:** 100mph **ACCELERATION:** 16 sec standing quarter mile **BRAKING:** 32ft from 30mph **FUEL ECONOMY:** 70mpg @ 50mph **PRICE NEW:** £186 plus tax in 1954

C & D Autos

Barns 5-8 Tracy Farm, Redditch Road, Ullenhall,
Henley-in-Arden, England B95 5NY

BSA SPARES

Thousands of spares for
post war BSA models

Tel 01564 795000

Fax 01564 795888

canddautos@gmx.co.uk

Order with CONFIDENCE from C & D Autos.
BSA Dealers since 1946.
Worldwide Mail order since 1975.



HOOD
MOTORCYCLE JEANS
NEW FOR 2015

NEW improved comfort - Lined with a softer, cooler and more breathable K-tech lining.

NEW extra protection - K-tech lining now protects the whole jean, back and front from the waistband to the top of the boot.

FOR SALES & INFO 01953 861166
ONLINE www.hoodjeans.co.uk

1955 INNOVATIVE JEANS OF TRUE HERITAGE 1995

BSA Owners' Club

The Friendly Club

Welcomes Younger Members
All Ages From Birth!



Learn the skills to ride, restore &
maintain bikes that don't need a
computer or other expensive kit!

We are here to help

www.BSAOwnersClub.co.uk

membership@BSAOwnersClub.co.uk

PO Box 235, Havant PO9 9DJ



Draganfly Motorcycles



Specialist in; Amal Ariel BSA Burman Bearings
& Classic motorcycles

All models from the 20's to 70's Yes, ALL models

Here at Draganfly we specialise in the classics.
Need spares for your Ariel or BSA? Then we're right up your street.

We recently acquired Lightning Spares,
which means we can supply more parts for you,
including more stainless spares than we've ever had!

LIGHTNING
SPARES LTD

We've also increased our library of parts books,
so we can provide for many more models!

So call Draganfly Motorcycles for all your
classic motorcycle spares, or visit our website.

www.draganfly.co.uk - 01986 894798



REWINDS & REPAIRS

The name Armoto has been synonymous with high-quality windings for over 40 years and we are widely known for supplying re-manufactured wound components, such as rotors, stators, armatures, and coils for heavy-duty alternators in the PSV industry.

We also repair, recondition and remanufacture a wide range of electro mechanical devices such as alternators, dynamo's dyna-starts and magnetos.

Rewinding, repairing and reconditioning components from veteran, classic and vintage cars and motorbikes are a speciality, as well as trucks, farm vehicles and stationary engines.



MAGNETOS • DYNAMOS • ARMATURES
Cars, Motorbikes, Tractors, Stationary Engines



3 year warranties on fully reconditioned units

Typical turnaround 7 - 14 days

In house winding facilities

- Alternators
- Dynastarts
- Armatures
- Rotors
- Dynamos
- Magnetos
- Field Coils
- Stators



Austin 7 dynamos, Rolls Royce Phantom dynamos to name a few - see web site for more technical advice. Electrical mechanical components for veteran, vintage classic motorcycles & cars

Armoto Motor Units Ltd Tel: 01246 452111
Unit 6 Station Lane Ind Est, Old Whittington, Chesterfield S41 9QX
armoto.co.uk email: sales@armoto.co.uk

OLDTIMER-YOUNGTIMER-CLASSICS-PARTS

CAR & MOTORCYCLE

VETERAMA®
THE BIGGEST MARKET IN EUROPE

THE BIGGEST AUTOJUMBLE FOR CLASSIC ENTHUSIASTS' IN EUROPE

275,000 M² EXHIBITION AREA

OVER 4,000 EXHIBITORS - ABOUT 45,000 VISITORS

09.-11. OCTOBER 2015 | MAIMARKT-AREA MANNHEIM / GERMANY

FRI: 12.00 - 20.00 (INSIDER TICKET) | SAT: 08.30 - 18.00 | SUN: 08.30 - 16.00

WWW.VETERAMA.DE | TEL. 0049 (0) 6203-13507



www.madelikeagun.co.uk

**ROYAL
ENFIELD**



OUR ONLY INTEREST IS YOU!

0%

APR REPRESENTATIVE

**Finance available on all
Royal Enfield models ***

£99 Nationwide Delivery

To find out more visit www.madelikeagun.co.uk

or call 0333 220 6024

MadeLikeAGun.co.uk Finance example for Continental GT

Term of agreement	24 monthly payments	On the road cash price **	Deposit	Total amount of credit	Total amount payable	Rate of interest	Representative APR
24 months	£104.17	£4,999.00	£2,499.00	£2,500.00	£4,999.00	0%	0%

MadeLikeAGun.co.uk Finance example for Bullett 500

Term of agreement	24 monthly payments	On the road cash price **	Deposit	Total amount of credit	Total amount payable	Rate of interest	Representative APR
24 months	£83.33	£3,999.00	£1,999.00	£2,000.00	£3,999.00	0%	0%

** On the road cash price is based on manufacturer's recommended retail price and includes 2 year Royal Enfield Dealer Warranty, 12 months road fund licence, vehicle first registration fee, number plates and VAT.

* Finance available subject to credit acceptance to UK residents aged 18 or over. Guarantees and indemnities may be required.

Terms and conditions apply. Offer may be varied, withdrawn or extended at any time.

MadeLikeAGun.co.uk Finance is a form of hire-purchase agreement provided by MotoNovo Finance, MotoNovo House, Lambourne Crescent, Cardiff Business Park, Llanishen, Cardiff, CF14 5GL.



1

Pretty. Unique

1: RE is big on tradition, and its stock models are styled accordingly. Interesting to see how well they make a traditional café racer, too

2: Neat seat, adding the trad café rear end... while retaining the extra-useful lifting handle

3: Polished alloy, polished chrome and bright black paint. The kick-start is a failsafe; these engines usually start fine all on their own

4: The EFI system should be remapped when the exhaust has been modded as much as this one. And it has been, so the living should be easy

5: Looking back...

6: The rearset controls are robust rather than elegant, but they work well, and do indeed suit the machine's overall approach to The Great Coffee Hunt

7: And for those who respect tradition, there's a 1950s-style rear/stop light to replace the nice bright and bulky 21st-century original

The great British tradition of turning staid touring bikes into rip-snorting café racers is alive and well in the West Country...

PHOTOS BY ROWENA HOSEASON

ONCE UPON A TIME, this sparkling solo sportster was something of a lumpen duckling. The standard Royal Enfield EFI Bullet is a worthy motorcycle in the traditional mould, but it's no featherweight at nearly 200kg fuelled. The chunky mudguards and well-upholstered, roomy dual seat provide practical weather protection and a comfortable ride for two people, while the low-level standard silencer muffles the 500 single's exhaust note to a quiet murmur. All very convenient and quite in keeping with the marque's heritage – if, that is, you want a tourer of the classic type. Less wonderful if you're seeking a sporting solo with a bit of a bite to match its bark.

Royal Enfield has, of course, presented its own interpretation of the café racer in the shape of the Continental GT with its new, twin downtube frame and 535cc engine. However, the GT still weighs much the same as earlier-generation Bullets; power output from the bigger engine is only 32bhp even when enhanced with a larger throttle body and hot

cam, and it's still encumbered with a tailpipe the size of a small space rocket. Indian build quality and fit and finish have definitely improved in recent years, but many owners choose to fit replacement, British-made ancillary components in preference to the occasionally awkward original equipment.

All of which explains why there's a thriving industry offering styling kits and upgraded components (check the Hitchcocks catalogue), and why many folk choose to build and ride specials such as the GT café racer seen here. It started life as a standard, 2010 edition EFI Bullet – and then Steve at North Cornwall Motorcycles set to work on it...

NCMC always have a couple of projects on the go in its workshops – when we visited the Enfield was sharing showroom space with two other café racers, one based around a Honda CX and the other a very tidy BMW boxer. On older, high-mileage classic machines the engine obviously needs a full overhaul, but with bikes such as this Bullet the team can



concentrates its efforts on the chassis and cosmetics. With Enfields, Steve chooses low-mileage examples for their custom builds, so the engine, chassis and running gear are all in good condition. Before its transformation this one had covered just 650 miles in four years, so was a prime candidate.

However, the modifications are more than just skin deep – thanks to the flexibility of modern fuel-injection systems. In the old days of tuning an air-cooled four-stroke, which had its fuel fed by carburettor, you'd need to make a whole raft of changes to achieve an overall 30% power hike with a useful boost to mid-range torque. Start with jets, air filters and gearing; move on to high-compression pistons, hot cams, exhausts and gas-flowing the cylinder head, and spend an age trying to balance all these tweaks to best effect. The Enfield's Keihin electronic fuel-injection simplifies things, and Steve has matched a new map for the ECU to work in tandem with a more free-flowing exhaust system and air intake. The result is an increase of half a dozen brake-horse, taking the standard 499cc engine's output from 27bhp to within sniffing distance of 35. Better yet, the newly tuned engine is just as easy to start as ever – the gearing and compression haven't been altered so kicking it over isn't suddenly an ankle-snapping struggle... or you could just press the electric start button.

PRICE GUIDE

£1800 to £3500
(standard EFI model)

FAULTS & FOIBLES

Electrics prone to corrosion, producing variety of odd symptoms (e.g. total ignition failure if lights used before engine warm). Standard EFI mapping can give lumpy cold-start running or loss of idle when engine hot. Brake pad life tends to be short

ALSO CONSIDER

Mash 400 (French styling, Honda XBR engine, Chinese build). Jawa 350 (a modern two-stroke in the old Eastern bloc style). Yamaha SR400 (good build quality but flaccid performance)

SPECIALIST INFO

Hitchcocks:
hitchcocksmotorcycles.com

OWNERS' CLUB

REOC:
royalenfield.org.uk



BUY IT NOW

The feature bike may still be up for grabs at North Cornwall Motorcycles, which can also build one to your own spec. This one has more than £2000 of special parts and a full warranty for £4995. 01288 355162 / neme.co.uk

Bumping up the output is only half the job. Fully fuelled, a standard EFI Enfield tips the scales at 190kg, so saving some of that weight also contributes to a useful performance boost. Steve replaced many of the standard steel components with British-made light alloy items, which include that handsome long-range petrol tank and the custom airbox. The cumbersome rear fitting has also vanished, ➤



8

9

8: Although the disc anchor looks a little more modern, the rest of the front end could have been lifted straight from any shot of 1960s boys on the café road

9: Short, cobby, compact and minimalist. Loud and proud too; an excellent urban street sleeper

10: Alloy tank with a Monza filler, ace bars, that famous casquette complete with sidelights... it is all about the look



10

replaced by a period-style 'stop' light. The striking, high-rise exhaust system probably saves a whole tonne all on its own. (It certainly sounds superb.) And of course, this is one solo moto that should never be weighed down by a passenger...



MANUFACTURED: 2009 to date **ENGINE:** Air-cooled ohv four-stroke single **BORE / STROKE:** 84mm x 90mm **CAPACITY:** 499cc **COMPRESSION:** 8.5:1 **POWER:** 27.2hp @ 5250rpm **TORQUE:** 30lb-ft/41.3Nm @ 4000rpm **IGNITION:** Digital electronic ignition **CLUTCH:** Wet, multi-plate **GEARBOX:** 5 speed, constant mesh **LUBRICATION:** Wet sump **FUEL MANAGEMENT:** Keihin electronic fuel injection **STARTING:** Electric/kick **FRAME:** Single downtube with engine as stressed member **FRONT SUSPENSION:** 35mm tele forks **REAR SUSPENSION:** Swinging arm, twin gas-charged adjustable shocks **FRONT TYRE:** 3.25 x 19 **REAR TYRE:** 3.50 x 19 **FRONT BRAKE:** two-piston caliper, single 280mm disc **REAR BRAKE:** sls drum **WHEELBASE:** 1370mm **GROUND CLEARANCE:** 135mm **WEIGHT:** 187kg part fuelled **FUEL ECONOMY:** 80mpg average **TOP SPEED:** 80mph All data for standard EFI 500

Our educated estimate is that this GT is around 20kg lighter than a normal EFI, which will also benefit the braking. If this generation of Enfield does have an Achilles heel then it's the slightly sluggish single disc. The 280mm stopper normally rates as little more than 'adequate' and certainly doesn't provide much in the way of featherlight lever control. Firming up the front end helps, so that's exactly what NCMC has done with a fork overhaul, new seals and heavier oil. The pair of five-way preload adjustable gas-charged twin shocks at the back cope admirably now that the GT's completed its weight-loss programme.

The practical modifications don't stop there. Steve wasn't happy with the footrest position so a custom-gear linkage means that the gear lever could be moved to a more natural position. The low single seat provides secure footing for even the most petite rider. Then come all the finishing touches which unite to give this GT its unique character; ace bars, seat hump, dinky mirrors, Monza-type petrol tank filler; the black-coated motor and silver metalflake paintwork, which perfectly complement the exposed alloy and that snaking, shiny pipe.

The new owner is going to have a dilemma on his hands. Ride it or admire it? **CBG**

ROYAL ENFIELD

www.hitchcocksmotorcycles.com

Parts for all post war Royal Enfields -
including 250 & 535 GT Continental



- ♦ Performance parts, accessories & spares
- ♦ Exclusive range of customising parts for 535 GT Continental
performance kit, sports silencer, flyscreen, black alloy rims, colour-coded fenders, etc.

Hitchcocks Motorcycles



Rosemary Court, Oldwich Lane West, Chadwick End, Solihull, B93 0EY



www.hitchcocksmotorcycles.com

Phone 01564 783 192 Fax 01564 783 313

email: info@hitchcocksmotorcycles.com

Opening times: Monday—Friday 9am—6pm

worldwide mail order fast despatch friendly service expert advice

NCM

North Cornwall Motorcycle

Bikes specially built and designed by North Cornwall Motorcycles available today
We are the largest Royal Enfield dealer in the UK

We make brand new Royal Enfield Specials to customer specifications, anything Bobber style to Café Racer to flat track.
Have one specially built for you at a very competitive price. ~ Please see below for examples of one we have just built



2010 10 reg ROYAL ENFIELD GT500, 650 miles. This is our own built in house special GT500 which we have built with British parts, painted black engine and custom paint job, and over £2000 worth of parts! and our own warranty! too much to list but take a look at photos!! for more info ask for Steve our Enfield expert.. PS. we can also build one to your spec and at a very good price!.....£4,995



1980 reg HONDA CX500, 0 miles. WHAT A BIKE! do it in the next months Classic bike shed and 100% biker mags, very special bike must see in our show room! It is perfect, the detail is stunning, the frame has had all the factory weld seams removed lead filled and then powder coated, this is just the start! please ask for Steve in sales for more info£9,750 Built by us



1980 reg BMW R45, Manual, Roadster/Retro, Petrol, 0 miles. Here we have our hand built Bobber using the best parts, upgraded brakes, rebuilt engine, better shocks great custom high quality paint work, Smiths clocks, leather seat ETC ETC very good price£5,699 Built by us

2015 15 reg ROYAL ENFIELD CONTINENTAL GT 535, Manual, Naked, Petrol, 0 miles. Upgrade 350. We can deliver your door and we are the only dealer doing our NCM upgrade package (Stainless steel megaphone exhaust, decal pack, bar end mirrors plus tune) only £375!!!.....£4,975 Built by us

2015 15 reg ROYAL ENFIELD CLASSIC CHROME 500, Manual, Naked, Petrol, 0 miles .Upgrade 350. We do one of our upgrade kits for this bike only £350 please ask! By the way if you love chrome then this brand new Classic Chrome is for you!.....£4,699 Built by us

2015 15 reg ROYAL ENFIELD 500 CLASSIC, 0 miles. Upgrade 350 - we do an upgrade kit for this bike please ask why!, this bike is the new ARMY model looks just great ! demos available! this bike is in stock !£4,599 Built by us

We now have full workshop restoration facilities and a dyno machine to get your bike running sweetly with a dyno print out!

MoTs • Servicing • Full Stock of Royal Enfield. Demo Bikes to Ride • Deliver anywhere in UK

Specialise in part exchange - any bike considered

GET IN TOUCH NOW ON 01288 355162
www.ncmc.co.uk • info@ncmc.co.uk

Awarded 'Highly Valued
Dealership of the Year'



'NORMOUS NEWARK AUTOJUMBLE'

Newark & Notts Showground,
Newark-on-Trent, Notts NG24 2NY
(junc A1/A46/A47-signed)

SUN SEPT 20 ALSO: OCT 11, NOV 15, DEC 13

CUSTOMER EARLY BIRD PASS 8am-9am £10

DAY ADMISSION 10am - £6

LARGEST + BEST ONE-DAY AUTOJUMBLE IN UK – over 3000 plots previously – inside and out – vast classic display – up to 1000+ (cars, bikes, commercials, kits, custom, etc) - **FREE** DISPLAY AREA for classic cars and motorcycles (just pay admission charge) – **FREE** Trade Papers. **FREE** Sat night camping & caravanning (toilets and breakfasts available) for stallholders – **FREE** stewarded customer parking. Established 30 years of leading successful events. Demo, restoration and trade stalls welcome. Plots from only £18 pre-booked.

Send SAE for booking form or download from website.

Over 3000+ plots previously – reduced admission for classics from 10am

MORTONS MEDIA GROUP LTD Media Centre, Morton Way, Horncastle, Lincs LN9 6JR
Tel. 01507 529470 Mob: 07824 145472 Email rgraham@mortons.co.uk
Web. www.newarkautojumble.co.uk



The Monthly Motorbike



MONTHLY NEWS

Authorised and Regulated by the Financial Conduct Authority

2d

- * Competitive rates
- * 'Agreed Value'
- * Discounts for restricted drivers & mileage limits
- * Multi Bike Discount
- * Discounts for club members
- * Free European Use
- * Approved rallies and events covered free
- * Salvage 'buy back' option
- * Family Fleet facility
- * Excellent claims service
- * Personal service no call centres

INSURANCE THE OLD FASHIONED WAY

PETER S. TAYLOR & Co

No call centres or telephone queues,
just good old fashioned personal service since 1949

Let us take care of all your Insurance requirements. From single bikes to multi bike or large collections, we will find the best policy for you. We also have a 'Family Fleet' facility to cover Classic and Modern Bikes, Cars, Commercial, Kits, American, Military & Modified vehicles



If you as an enthusiast would like a quotation from enthusiasts and not a call centre, please contact us:

01273 820303 or 01273 329307

First Floor, 81 Church Road, Hove, BN3 2BB

www.peterstaylor.co.uk - sales@peterstaylor.co.uk

The UK'S BIGGEST & BEST • CLASSIC MOTOR SHOW •

BIRMINGHAM, NEC, 13-15 NOVEMBER 2015
SHARE YOUR PASSION FOR BIKES

presents



OVER 2,500 STUNNING CLASSIC BIKES & CARS
250 BIKE & CAR CLUBS ★ WHERE ARE THEY NOW? PRESENTED BY NATIONAL MOTORCYCLE MUSEUM
INDOOR BIKE JUMBLE & TRADER VILLAGE ★ PRIDE OF OWNERSHIP

★ CELEBRITY GUESTS ★ WALL OF DEATH ★ SUPER BIKES & CARS
★ WHEELER DEALERS LIVE STAGE

CLUB SINGLE
£18.00'
QUOTE:
CMBS15CBG

BOOK IN ADVANCE TO RECEIVE YOUR
DISCOUNT* FOR SATURDAY OR SUNDAY

CLUB FAMILY
£36.50'
QUOTE:
CMBS15CBG

CALL 0844 854 1354** WWW.CLASSICMOTORBIKESHOW.COM

Headline Sponsor



Official Show Partners



*Club ticket (adult 16 years+) offer only applies to Saturday and Sunday, and only when booked in advance. Club single ticket offer is limited to four tickets per member and the club family ticket offer is limited to one family ticket per member. A family ticket admits 2 adults and up to 3 children (5-15 years). Book before Saturday 31st October 2015 at midnight and you will be automatically entered into our free prize draw to win a car. Hand in your ticket stub or print-at-home voucher to your club's stand and they will benefit from a commission.

**Calls cost 10ppm plus standard network charges. All bookings are subject to a single transaction fee of £1.50. Tickets include a showguide to the value of £7.50. Entry to the auction requires purchase of a catalogue. See website for all information. All information correct at time of publishing.

EXCLUSIVE
CLUB WEEKEND
TICKET DISCOUNT!



WRITE NOW!

We always want to hear your views about the bikes you ride and the bike tales you read. Mail us at: editor@classicbikeguide.com

Language (again)

I MUST AGREE with Frank W about 'swinging arm' rear suspension. I have been motorcycling for 52 years and have always known the reference to the rear suspension as rigid, sprung hub, plunger or swinging arm. It's never been 'swingarm' or 'swinging fork'. We had girder forks, telescopic forks, leading link forks or Earles' forks among others. I also have modern bikes that have rising-rate rear suspension, Pro-link rear suspension, single-sided swinging arm and the old-style swinging arm.

Although new language goes into the dictionary every day (lol, how r u, etc), I speak old English cos that's wot I no. So, let's keep our classic bike mags with the right terminology.

Griff Jones

Beezer boys

THESE TWO IDENTICAL BSA twins were spied at the recent Crichton Festival of Transport in Scotland. Both bikes are faultless, rebuilt by brothers Rollo and David Anderson and completed in 2014.

Edward Graham



To the Victor...

IT CAME AS a surprise to find my BSA Victor in CBG August. I agree with a lot of your writer's comments, although I have resolved a number of the problems with electronic ignition, a B50 clutch and different gearing. This machine is widely travelled, to the Ace Cafe, Brighton, the Lake District and Scotland among others.

When the B50 was being designed it was

always intended to give the B44 a proper upgrade. We intended to have a shorter-stroke engine, possibly oversquare, but the cost of new crankcases ruled this out. I was pleased to be able to upgrade the bottom end to take 120hp/litre (B25 is 100bhp/litre), which was achieved. The five-speed gearbox was proposed but ruled out owing to cost. Another proposal was to tip the



barrel forward at 10% to give it a more modern feel. These changes alone would have incurred massive retooling and

casting costs, which the blotocrats at Umberslade would not agree to.

Ed Wright (ex-BSA design dept)

Mighty Matchless

REGARDING DAVID VAUGHAN'S Matchless special which appeared in CBG August, as my name was mentioned, I hope you will permit me to make a couple of corrections. I did get my pushrod Matchless to go quite quickly, but it never managed the 134mph claimed in the article. Its top speed in the Isle

of Man was actually just a tad short of 130mph, which is about the same as a good G50. Either way, the bike was capable of lapping the Island a good bit quicker than I was capable of doing – an enjoyable ride, even so!

The article also claimed that I shortened

the stroke two inches by fitting a G50 connecting rod (a G50 rod is in fact half an inch shorter: I suspect that the '2 inches' was a typo?). The fact is, however, that no matter how much the length of the rod is altered, it won't make any difference to the stroke. It will only alter

where the piston goes up and down, not by how much. In fact, by the time I had finished modifying the engine, I was using a G50 crankshaft and conrod, which resulted in the whole engine being just over an inch shorter in overall height.

Ken de-Groome



FIND US ON FACEBOOK and you'll see plenty of Classic of the Day photos – including snaps of readers' bikes, which we're delighted to share for all to admire. This month, thanks to Don who started out with a 1978 RD250C. "I wanted a lighter, better-braked, alloy, stainless and chrome silver machine that was unique and custom," he says. So that's what he built, aiming for a 1960s style bike that could be handcrafted in his own shed. Everything apart from plating and painting is Don's handiwork. For instance, that frame has been de-lugged, sandblasted, welded, ground, welded and ground again (and again), then polished and finally nickel-plated.



Some components came from an RD200, others from an R1; a Mazda donated the air filter and many more brackets, levers, mounting plates and adjusters are bespoke, custom parts unique to this machine. And if it ain't chrome then it's alloy, and if it ain't alloy then it's stainless...

Post pics of your classic at facebook.com/ClassicBikeGuide and we'll share the best online and in these pages



THE BEAULIEU SALE

Collectors' Motorcycles and Motor Cars

Saturday 5 September 2015

The International Autojumble

National Motor Museum, Beaulieu, Hants

CATALOGUE ONLINE

www.bonhams.com/22724

ENQUIRIES

+44 (0) 20 8963 2817

ukmotorcycles@bonhams.com

CATALOGUE

+44 (0) 1666 502 200

subscriptions@bonhams.com

1930 BSA 770CC MODEL E

£4,000 - 6,000

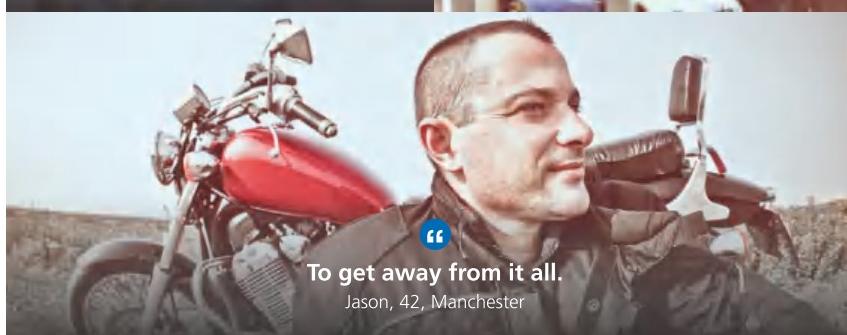
No Reserve



Bonhams

bonhams.com/motorcycles

“
For the feeling of freedom.
Peter, 54, Bristol



“
To get away from it all.
Jason, 42, Manchester

That's why I ride.

Why ride with Bennetts?

Recommended by riders

Over 80 years of experience

Motorcycle insurance specialist

90 days EU cover

Common modifications covered as standard

For your chance to win a **Suzuki GSX-R1000** and a monthly prize of £250 worth of kit*

Get a new quote at
bennetts.co.uk
0800 107 7989



#thatswhyride

*Prize draw available to direct quotes only obtained before 31st October 2015.
For full Terms and Conditions please visit www.bennetts.co.uk/whyride-tcs.

ALTHOUGH A MEMBER of both the Vintage Motorcycle Club and the Norton Owners Club for many years, I am not particularly active with respect to club runs because I find them rather boring. The pace is usually too slow, the frequent stops for either cream teas or beer do not interest me, and highlight destinations such as skittle alleys and railway stations are of little interest.

However, the offer from my good friend, Stig Torbersen, to ride a 1939 ES2 Norton at this year's Norwegian Vintage Motorcycle rally was just too good to miss.

Arriving at Torp airport, I was collected in a 1964 Ford Mustang convertible with a rumbling big-bore V8 and a cocktail cabinet that was open within yards of leaving the terminal; the style and hospitality set at the start was to be maintained for the next seven days. Good show boys!

For the first couple of days I was taken to visit numerous sheds of friends of my friends to be shown

wonderful collections of motorcycles and cars by these keen Viking enthusiasts. An eclectic mixture of British and European machines; the rarest was a circa 1927 Atlanta, Norway's only ever motorcycle manufacturer, one of only 50 made and the last survivor to boot. It uses a 350cc ohv JAP engine. The most interesting machine from my point of view was a 1949 doubler-knocker Manx; very rare to see a works-spec machine outside Blighty. I learned that it had been sold new to Norway's most famous and successful rider of all time; Basse Hveem, a multiple champion in both short- and long-track Speedway. He used his Norton for a few of the European GPs in the early '50s.

On the Saturday morning about 199 Norwegians and me assembled for the start of the Skogslopetdillingoy rally. The Norwegian language is very strange, but fortunately they all speak perfect English. "We have to, because no one is ever, ever going to learn our language," I was told by one. Many old BMWs, a few Nimbus (I can't work out the plural of Nimbus), lots of Triumphs, Beezas and Ajays, etc; about half were prewar.

The starting procedure was precisely why I do not like these types of events. In his wisdom, the head honcho decided it would be a good idea to introduce each rider to all assembled by microphone, while hot-and-bothered riders and machines all waited for this pointless ceremony. It took well over two hours to get everyone off!

The pace was sedate, as usual, and everyone just followed everyone else like sheep, amazing, no overtaking, no sneaking up on



GEORGE COHEN

NORWAY NORTON

The offer to ride a 1939 ES2 Norton at this year's Norwegian Vintage Motorcycle rally was just too good to miss...

the inside of a long sweeping bend, no kicking someone's back mudguard, no fooling around at all. No fun either. The scenery was good. After lunch, perhaps some entertainment?

While queuing for a moose burger (yup, the Norwegians like a good moose) at the lunch stop, I removed my flat cap because the sun was so hot and within a few seconds some damn bird had messed on top of my head; bullseye, right in the middle of my bald patch. Like a black cat crossing your path, I considered this to be good luck. Continuing with our ride around some fjord, the bikes had now spread themselves out and consequently the pace had quickened. I was following my friend Gunnar, on his Velo Thruxton, at about 70mph along an unusually straight road for this part of the country, and I decided to blast past, to show him that a Norton is the fastest bike in the world.

I guess I was about 50 yards ahead of him when my mount was suddenly thrown into a very violent tank slapper.

Steering lock to steering lock, seven or eight times, legs flailing wildly, totally out of control and just time to think, "This is going to hurt!" as man and machine headed towards the steep ditch alongside the Tarmac. Then a miracle, the accident did not happen!

Unbelievably, we pulled out, no more violent wobbling, and with the throttle still pinned my Unapproachable Norton proceeded in a straight line. A combination of the bird messing on my head, the renowned roadholding qualities of the Norton and my riding skill saved the day. Gunnar had been convinced that I was crashing and when we talked about it at the next stop, I realised that I had whacked the inside of my right ankle against the top of the 'dolls head' gearbox so hard that a large bruise was already appearing. Phew. I am usually good at spotting potholes, but I missed that big beggar.

The rest of the run went without too much incident, and I was quite pleased when it had finished. What did I learn from my adventure? Firstly that Norway produced and supplied most of the petrol for our tens of thousands of Norton 16H, BSA M20, Spitfires, Hurricanes during the Second World War, and secondly, their aluminium foundries also supplied the stuff for all the castings. It is also very beautiful and the hospitality is the best.

My last impression was set at the bar that evening. They were serving 'beaver shots'. I kid you not. A shot of a colourless liquid with a dreadful taste and apparently extracted from a gland from a live beaver. I did not ask which one. **OBC**

"I guess I was about 50 yards ahead of him when my mount was suddenly thrown into a violent tank slapper. Steering lock to steering lock..."

WHO IS GEORGE COHEN?

Dr George Cohen, MBBS MSc MRCPsych BA Eng, holds surgery in The Somerset Shed and specializes in Norton singles. He's also a VMCC Norton Specialist, Bonhams Motoring Consultant, 'Doctor of Reason' and 'Soldier of Fortune'

INSURANCE FOR YOUR CLASSIC BIKE



Bikesure Insurance Services offer specialist policies, which we tailor to your own riding history and personal requirements. Our quotes are competitive and we focus on finding you tailor-made insurance schemes which cut prices, not corners.

POLICY BENEFITS AVAILABLE INCLUDE:

- FREE Legal Expenses
- FREE Breakdown Cover
- Agreed Value
- Great Value Multi-Bike Rates
- No Excess
- Limited Mileage Discounts
- Modification Cover
- Laid-Up Cover

CALL NOW FOR A FREE QUOTE

0800 032 5350
bikesure.co.uk



AUTHORISED AND REGULATED BY THE FINANCIAL CONDUCT AUTHORITY.

**DRAPER
Tools**

*great tools
for your bike*

Draper
Expert 6mm
Motorcycle
Disc Brake
Lock
Stock No.
23260



Motorcycle
Chain
Cleaning
Kit
Stock No.
30834



Motorcycle Oil
Drain Pan
Stock No. 04265



Draper
Expert XL
High Visibility
Waistcoat
Stock No.
27485

2M Motorcycle
Battery Booster
Cables
Stock No. 06074



Ask for a copy or view online:
drapertools.com/promotions



drapertools.com



twitter.com/drapertools



facebook.com/drapertools



drapertools.com/drapertv





IN TODAY'S WACKY world of motorcycling, the big OEMs (original equipment manufacturers) – BMW, Yamaha, Ducati, Harley-Davidson, etc – are propositioning tiny Alt.Custom shops to 'collaborate' on projects. Unless they're famous like Roland Sands Design, the factory won't hand over an unfinished prototype for a quirky builder to lavish with unique design/fabrication skills; they'll hand over a pre-production bike that's destined for the crusher, or an early production machine. Factories offer builders 10 or 20,000 euros in cash to have their way with a bike, promising to promote their work to the hilt via web, print, and video. It's a fairly simple transaction, and a relationship that has never existed before.

Factories aren't asking them to prototype radical new bodywork, as happened with Craig Vetter in the early '70s with the Triumph Hurricane. The customs built in these arrangements bear no influence on production; it's strictly for publicity. What's going on here? Let's banish for a moment the silly notion that small shops are 'selling out', because let's face it, if you don't earn money, you'll starve. Working with a big company isn't selling out, it's just business... unless you don't have a clue what it is you're actually selling.

To be courted by a big company can be incredibly flattering – it's proof of being noticed, and shops need visibility to survive. The curious part of this equation is what happens to the mounting roll call of such machines, the shop-modded factory bikes. Does the factory design team really require the input? While every creative person keeps their eyes open for influences, factory design teams are made up of talented professionals, who could draw up any damn thing they like, if convinced it's going to sell. But the answer is no: designers, as individuals, may genuinely like and appreciate a builder's work, but production motorcycles are subject to a completely different set of rules. And while they were influenced by the current Alt.Custom scene, the Ducati Scrambler and BMW R nineT – rapidly becoming their factories' biggest sellers – weren't drawn up by custom shops.

There's a much bigger issue at stake here, the actual future of motorcycling, and that's access to youth culture, sometimes called 'lifestyle'. The average age of a new motorcycle purchaser in the USA rose from 34 to 47 between 1998 and 2013. That's terrifying news to a factory, as it means no long-term prospects. The OEM factories have failed to capture the

PAUL D'ORLEANS

PROPOSITIONED BY THE MAN

The big boys are propositioning tiny custom shops to 'collaborate' on projects

attention of youngsters over the past three decades, partly because they've forgotten what young people value (cheap, sexy, fun), and partly because young people's attention is as elusive as quicksilver. In 2011 poet Frederick Seidel published an opinion piece in the *New York Times* titled, *Are Motorcycles Over?*, wondering if Apple products had wholly supplanted the affection of the young, and lamenting that bikes were no longer seen as sexy or rebellious. It's amazing how much the scene has changed since then; Gestalten's 2013 overview of the Alt.Custom scene, *The Ride*, declared, 'Motorcycles are Back!', and they were right. Those same Apple products made possible blog sites such as BikeExif, Pipeburn, and The Vintagent, and helped spread the word that motorcycles are still fun, sexy, and rebellious – and can be cheap too. The result was an explosion of youth-culture interest, manifested not only online, but with tens of thousands of hip attendees at ever-expanding events such as Wheels+ Waves, the BikeShed, and Born Free.

So what do the OEM factories want with small shops? It's not your freakbike, baby, as cool as it may be. The motorcycle transaction has absolutely nothing to do with what they're really after; they want access to a lifestyle, which they cannot reach on their own. Call it cool, call it hip, call it youth culture; they ain't got it, you do. The only problem is, builders are usually not wise/cynical/professional enough to recognise where their true value lies. The global attention generated by the Alt.Custom scene, the sexy they've brought back to motorcycling, is something the big factories would pay millions to achieve for themselves, if they could. Lucky for them, they can pay a whole lot less to naïve custom builders.

A friend who builds exquisite customs in Germany was recently approached in this way, but he's a tough old dog. He countered that 20k offer with what it would really cost to build their bike – 150k euros. They balked. But he knows the score; "The lifestyle around motorcycles is really serious to big firms, and why Audi and Mercedes-Benz are buying motorcycle brands. They don't really care about motorcycles, they're interested in the lifestyle." Some amazing motorcycles have emerged from recent OEM/shop partnerships, and I'm glad they exist. I just hope the builders keep a clear eye on the situation, and value themselves appropriately. **CBG**

"There's a much bigger issue at stake here, the actual future of motorcycling, and that's access to youth culture..."

WHO IS PAUL D'ORLEANS?

Paul d'Orleans is a writer, artist, sartorialist and photographer. He's best known as The Vintagent for his long-running blog and judges concours such as the Quail and Villa d'Este, consults for Bonhams auctions, shoots digital and tintype photographs, and is curating an exhibit on café racers at the Sturgis Motorcycle Museum.

THE AUTUMN STAFFORD SALE

Collectors' Motorcycles and Motor Cars

Sunday 18 October 2015

FINAL CALL FOR ENTRIES

COMPLIMENTARY AUCTION APPRAISAL

Visit bonhams.com/motorcycles to submit a Complimentary Auction Appraisal.

ENQUIRIES

+44 (0) 20 8963 2817
ukmotorcycles@bonhams.com

CATALOGUE

+44 (0) 1666 502 200
subscriptions@bonhams.com

The Olympia Motorcycle Show

1937 BROUH SUPERIOR

990CC SS100

£210,000 - 240,000



Bonhams

bonhams.com/motorcycles

ENDURANCE LEGENDS IN ASSOCIATION WITH CLASSIC BIKE TRACK DAYS CRMC RACE TEAM ENTRIES AVAILABLE NOW!

UK'S FIRST 4HR CLASSIC ENDURANCE RACE

17-18 OCTOBER 2015 SNETTERTON CIRCUIT



INCLUDES

- Classic Bike Track Sessions
- Kickback Café Racer & Custom Show
- British Motorcycle Museum 'Try-a-Bike'
- Suzuki GSX-R750 & RG500 Anniversary
- Classic Bike Club Displays and Traders
- Friday & Saturday Night Bands

BIKES & CLASSES
Any bike 247cc-1300cc built up to 1986 is eligible
F1 751-1300cc*
F2 247-750cc*
F3 600cc only **
*1 bike team, ** 2 bike team

2/3 RIDER TEAMS
Two or three riders per team means you can enter for less than £300 per rider
(All riders need a Clubman's licence or greater)

5.5 HOURS RACING
SATURDAY
40 mins practice
40 mins qualifying
SUNDAY
10 mins warm up
4 hour race!

ONLY £100 NOW!
It's just £100 to reserve your team's place on the grid
Balance of £749 isn't due until 30 September 2015

OR SAVE £300!
Get some friends together, book 3 teams and save £100 each
Just like the endurance race - it's all about Teamwork!

PLUS...
Le Mans Start Daytime race – no lights required
Official team photo on Startline
Team feature in Souvenir programme

endurancelegends.co.uk info@endurancelegends.co.uk 08451 25 26 62

ELSEWHERE IN THIS steamed organ I suspect that Mr Editor Westworth will be crowing over his recent purchase of a Moto-Guzzi V35 – and if not, why not? I know I would be. And I would be because I've long yearned for one of these svelte little steeds myself. Well actually that's not entirely true, because what I'd really like is the 744cc look-a-like version of the same machine, the V75, possibly in wire-wheeled Strada guise.

See, I have some history with these middleweight Guzzis: I owned one of the first four-valve V65s when they were launched in 1985, tested various iterations of the V50 – probably the company's best seller, at least in the UK – over the years, including one collected direct from the Mandello del Lario factory in 1977, which on reflection, had just a whiff of 'press bike breathed-on' about it, and also tested an aforementioned 750 from the same source around the sun-girt banks of Lake Como some years later. Most memorably though, I rode a good friend's V75 GT from London to his holiday home in the Umbrian hills some 12 years ago which proved, if proof were needed, that Guzzis of a certain age and a certain size – pre-2000 and over 500cc respectively – make great touring bikes.

What I don't understand is why they cost so damn much nowadays. Before I acquired my current daily driver, the oft-blathered about CBX750-F, I tried very hard to buy something European. But my budget ran to only £1000, and unless I was willing to take on a basket case or a moped, there was simply nothing to be had for less than a grand. Except possibly a Bantam or a CZ... but one has to draw the line somewhere. So, during almost a year of rifling through fleaBay, magazine and dealer ads, I maintained the hope that of all the legendary Continental brands, an affordable Moto-Guzzi might eventually emerge. Because let's face it, characterful though they are, 'characterful' is another word for 'not-very-well-made'. Or certainly 'not-as-well-made-as-a-BMW-or-even-a-Ducati'.

I'm perhaps doing the Mandello brand a disservice, but having visited the factory a few times over the decades I could see that the machine tools were shagged-out, the parts bins conveniently randomised and any sort of quality control woefully invisible. In the later '70s I also interviewed Guzzi's then owner, Alessandro de Tomaso – a maverick entrepreneur I actually much admired – and unwisely put it to him that lack of investment and consequent development of new models and modern production facilities would do for Guzzi and Benelli what it had done for BSA/Triumph, which got him very angry indeed, and he terminated the interview right there.



MARK WILLIAMS

GUTTED BY GUZZIS

Guzzis of a certain age and a certain size make great touring bikes. What I don't understand is why they cost so damn much nowadays...

Since when, of course, the company has been through several phases of fortune and ownership and at least for the last few years appears to've considerably improved the range, quality and performance of its models. But they're still all transverse, 90° V-twins involving relatively few moving parts, so to my mind the new ones are as unrealistically expensive as the old nails I was looking to buy in the mid-noughties. So, somewhat aroused by Frank's V35 acquisition, I did a fresh trawl of the classic Moto-Guzzi market, and if anything things are even worse now than they were 10 years ago – even allowing for modest inflation.

The only 650 or 750s to be found were cruiser-style Floridas and Nevadas, which frankly (sic) look sillier than Japanese (or Hinckley) parallel twin-powered machines of similar ilk, and even they can't really be had for less than £2k in any condition. (I did, however, briefly consider buying one of these models and converting it into a Strada-style machine, until, that is, I discovered that the frames are completely different.)

A tolerable looking Mk2 V50 would also now set me back two grand, which is only a tad less than, say, an R45 or R65 Beemer of similar vintage – a far better built (and naturally less characterful) proposition. Even an incomplete V50 basket case circa 1981 recently reached £770 on fleaBay. And that would've needed a total engine rebuild because any Guzzi older than

1989 will have chrome-plated bores that guarantee to flake and clutches guaranteed to seize if sat neglected for a few years, never mind the rampant corrosion of alloy cylinder barrels, heads and swinging arms.

Electrics also deteriorate as per stereotype, as does chrome, paintwork and upholstery, all of them further deterrents to low-maintenance ownership. And then you have the somewhat agricultural transmission, stiff suspension, the daft linked braking systems and the muscle-bound throttles of the 850 and 1000cc models, which provide further arguments against ever buying one of these bikes. And yet, and yet... briskly chugging an eminently chuckable Guzzi along a meandering Tuscan mountain road will definitely uplift the soul... and even a Welsh mountain road if you can find one that isn't a litany of cracks and potholes.

But Frank lives in Cornwall where the salty sea air and the relentless drizzle will reduce a Guzzi to mush within a fortnight and the narrow roads are clogged with caravans dawdling at 27mph and are impossible to overtake. So, even though it's a lowly 90mph (with a fair wind behind you) wee machine, I think he'd better let me look after it here in warm, sunny Wales. **CBG**

"I interviewed Guzzi's then owner, Alessandro de Tomaso, and unwisely put it to him that lack of investment and consequent development of new models and modern production facilities would do for Guzzi and Benelli what it had done for BSA/Triumph..."

WHO IS MARK WILLIAMS?

Williams is a serial motorcycle magazine junkie, having published, launched and edited *Bike*, *Which Bike?* and *Motorcycle International* among others. Which means he's tested, ridden and even owned more bikes than is probably good for him



Cafe Racer SERVICE

Fancy turning your bike into a Cafe Racer? Look no further!

We can custom build and modify your own bike to make it the ride of your dreams! Give us a call today and talk to someone about your Cafe Racer.

A recent Triton / Wacky Racer:



Restoration SERVICE

Bike looking a bit tired and rough around the edges? We can help!

We can work our magic and restore your pride and joy to her former glory! British, Italian, Japanese, American, German - all makes can be restored by Wacky.

This Laverda looks like new again:



For more info and pics of our favourite projects, take a look at our website.

www.wacky.co.uk info@wacky.co.uk 01974 821 555

VINCENT RAPIDE RACER





RAPIDE INDEED

There are several racing Vincents. The Australian way of racing Vincents is fairly extraordinary

WORDS BY ALAN CATHCART
PHOTOS BY STEPHEN PIPER, ROB MCGREGOR

Melbourne-based brothers Ken and Barry Horner are the can-do kids of Australian road racing – whether ancient or modern. Over the past nine years they've amassed an enviable roster of race wins and podiums with the various Irving Vincent 1300cc V-twin racers they've created from the ground up in their Hallam, Victoria machine shop, racing against much more powerful Japanese Post-Classic Superbikes, lately equipped with short-fused 180bhp drag race engines. Then, just to show they could take on the modern twin-cylinder mafia equally well, in 2008 their enlarged 1600cc air-cooled two-valve pushrod V-twin ridden by Craig McMartin rumbled away from a full grid of liquid-cooled, multi-valve race replicas, including Ducati 1198 Superbikes with such famous names as two-time World Superbike champion Doug Polen and AMA Superbike star, Larry Pegram, aboard, to win the world's premier ProTwins race on the Daytona bankings, on what was the team's first appearance outside its Australian homeland.

For those unaware of the Horners' achievements thus far, their exquisitely engineered bikes are based on the classic Vincent 50° V-twin motorcycle and are built as a tribute to legendary Australian engineer, Phil Irving, creator of both the Vincent and then, later on, Australia's world title-winning Formula 1 Repco race engine. The Horners struck up a friendship with Irving after he moved back to Australia, where Ken Horner and brother Barry had both tasted success in sidecar racing with self-built outfits, in Ken's case using a Vincent 1300 motor. He retired from racing in 1977 to start his own engineering company, later joined by Barry, and today K H Equipment Pty exports half its production to China and the USA. This mainly consists of air-starter motors for the mining and fuel-exploration industries, entailing a 20-strong workforce turning out high-precision machined components on an array of hi-tech CNC equipment, including trick race components for Australia's leading V8 Supercar teams.

Six years after that Daytona win, it was time for another trip abroad for the Horner brothers and riders ➤

VINCENT RAPIDE RACER



CLOCKWISE FROM ABOVE:

The A Team: Ken (right) and Barry Horner, pictured with the test bike

Immediately recognisable as a Vincent twin, the powerplant looks almost stock. Almost...

The close-to-stock appearance shouldn't fool you; this engine is really rather special. Look closely...

The big twin breathes deeply through a brace of big Amal carbs

Beau Beaton and Craig McMartin – this time with a bike right from the other end of the Vincent history book. The annual Goodwood Revival is the world's premier historic road race, Lord March's annual re-creation of the Way It Was. Each year it attracts an array of star riders racing in front of 85,000 spectators against the cream of the current classic racing crop, all mounted on externally authentic bikes of yesteryear, complete with unsilenced exhausts and devoid of sponsorship stickers. Since 2008 the cut-off date for the two motorcycle races held there each year alternates between pre-1954, to capture the kind of bikes, which competed at the first and only Goodwood motorcycle race meeting held in April 1951, and pre-1967. That's when the Goodwood track was closed after Lord March's father refused to line it with the Armco metal barrier that would sadly end up slaughtering so many car drivers and bike racers, before his son reopened it with acres of runoff space in 1998.

Unlike the later cut-off date, which has a 500cc capacity limit making it the preserve of Matchless G50 and Manx Norton singles plus MV Agusta triples, the earlier class run in even-numbered years has a 1000cc ceiling. This was insisted on by Lord March, in recognition of the main event of the day at that one and only Goodwood bike meeting, which saw Vincents finish 1-2. That was an unlimited race won by factory tester, record breaker and sprint ace, George Brown, aboard a works-prepared 999cc Black Lightning, with Johnny Lockett third on a factory Norton 500.

"We had to completely redesign the oil system to produce any kind of power reliably, by ensuring we pumped a lot more oil than back then..."

But the predicted domination by one-litre Vincents under the new Revival rules didn't happen – at least for the first three such events. A combination of handling problems and reliability sidelined all the Vincent entries, even in the hands of such stars of yesteryear as Charlie Williams and Peter Crew. But that would all change in 2014, once Ken and Barry decided to employ Aussie ingenuity in building a bike to race in the Revival.

"We'd been over to Goodwood in July a few times for the Festival of Speed hillclimb, and the Revival was something we'd wanted to do for a while," says Ken. "So in August 2013 we got an entry for the following year's event, but the problem was sourcing a genuine period Vincent, which don't exactly grow on trees. We were led to believe that the bike had to be an original one for that earlier pre-'54 class – well, until we got there and saw all the brand new Manx Norton replicas!

"So in that belief and instead of building one ourselves as we'd done with the other bikes, we went out to look for a Vincent we could turn into a racer. I was told of a man in the Vincent Owners Club called Bob Williams who'd owned a Series B Rapide since 1991 that was imported to Australia in 1948 via Sven Kallin in Adelaide. But being over 80, he thought he wasn't safe riding it anymore, so rather reluctantly he put it up for sale. We paid him what he was asking for it, and went to pick it up. It hadn't been run for years,



so it was a struggle to get it started – but we knew what we wanted to do with the motor, while holding firm to the spirit as well as what we understood were the rules of the class."

Adhering to the Goodwood Revival rules entailed retaining the Rapide's original 84 x 90mm longstroke dimensions for the 50° V-twin high-cam ohv Vincent dry-sump engine, while using their acquired knowledge from racing the Irving Vincents for the best part of a decade to improve gas flow and especially lubrication, traditionally the weak points of the original Irving-designed motor.

"Phil Irving used to say the original Vincent's internal lubrication was so poor – and he took the blame for it – that if you could see inside when it was running, you'd see sparks coming from the cam lobes!" says Ken. "We had to completely redesign the oil system to produce any kind of power reliably, by ensuring we pumped a lot more oil than back then."

The Horners did this by installing a self-made double-rate two-stage oil pump in the front of the engine, where the magneto originally sat, which takes care of both pressure and scavenging functions, and lubricates each camshaft directly. Then, to allow them to get the engine breathing better, they obtained new semi-finished replica Vincent cylinder head castings from Don Godden in the UK, and machined the combustion chambers and valve guides

themselves, using the lessons they've learnt from working with V8 Supercar engines.

"They're just pushrod two-valve motors like the Vincent," says Ken Horner, "so they have a lot in common with each other. Our cylinder head guru, Nathan Higgins, ported the heads – he does this for V8 Supercars, so that's why it breathes so much better."

While retaining the cleaned-up original 1948 Vincent crankcases, the Horners made their own crankshaft in EN26 steel – still the roller-bearing variety like the original Rapide, but one kilo lighter at 12.25kg. This runs a 50% balance factor, and is ➤

TOP LEFT:

Sorting out the race performance of the front forks was at least as much a struggle as extracting race pace from the engine, and persuading the brakes to do their stuff proved a bigger challenge than both

FAR LEFT:

The back end is a triangulated swinging fork, well ahead of its time when originally introduced, and decently modern in geometry terms even today. The chain adjusters are a Vincent trademark, and work as well as they always do

ABOVE:

Before! Bob Williams, riding his Vincent in the 1999 Isle of Man TT Parade

LEFT:

After! As finished, before testing. Almost imperceptibly different

VINCENT RAPIDE RACER



1



2

fitted with Carrillo steel conrods carrying CP pistons (also made by Carrillo) running in cast-iron sleeves in the original Rapide cylinders, giving a 12.5:1 compression with the machined heads. The valve gear was overhauled to concord with the original 1 $\frac{3}{16}$ in (approx 30mm) Amal Monobloc carbs and 100 octane fuel the team had to use under Goodwood regs (methanol is the permitted fuel of choice in Australian classic racing).

"Vincents were always over-valved, especially with the small carbs," says Ken. "The exhaust valves were a mile too big, so we pulled them back to a size that fitted comfortably in the cylinder head. Going small gets the gas speed up, and the engine runs beautifully smooth all the way through to 6500 revs. At Goodwood we had two half-hour races to do, so we were more concerned with getting home than chasing a few extra horsepower." The Vincent now carries Manley titanium valves made in America for NASCAR racing – a 1 $\frac{1}{16}$ in inlet (just under 40mm) and 1 $\frac{3}{4}$ in (44.45mm) exhaust, with beryllium valve seats, combined with short 4140 steel pushrods, roller-bearing cam followers, a revised rocker system, and Vernier cam timing adjustment, all aimed at producing greater power more efficiently.

"In terms of cam profiles and combustion chamber design, we again just treat it as one-quarter of a V8 Supercar motor," says Ken. "That way we can plug into the acquired knowledge of all the people we know who work on those engines." So, the Goodwood Vincent's roller-bearing cams were designed by Melbourne-based Eric Gaynor, an ex-Cosworth engineer who worked alongside Phil Irving on the Repco-Brabham F1 project before moving to V8 Supercars. Running 37° of advance with coil ignition, whose modern 12v battery is carefully concealed within the Horners' replica of a period Exide battery case, the Rapide motor immediately delivered 96bhp at the crank at 6500rpm on the K H Equipment dyno. That's twice as much power as standard, and

VINCENT: The Original Superbike

Founded in 1928 by ex-Harrow public schoolboy and Cambridge University graduate Philip Vincent, when he purchased the defunct HRD company with the financial aid of his Argentinian rancher father, the Vincent motorcycle marque lays valid claim to having produced the first true Superbike. The series of 1000cc V-twin sportbikes created over the two decades from 1936 (with a five-year gap during the Second World War, when Vincent production was devoted to non-biking war materials) set new standards for two-wheeled performance and engineering excellence that no other company in the world could match.

This was reflected in the endless succession of race victories and speed records obtained by Vincent riders in the immediate post-war decade between 1946 and 1955, when production ceased. These included Rollie Free's 1948 World Land Speed Record for motorcycles at more than 150mph, obtained at Bonneville wearing just

a pair of swimming trunks and lying prone on his stomach aboard his Vincent with his legs stuck out the back, all to reduce drag!

Designed in 1936 by the brilliant Australian engineer Phil Irving, only 78 versions of the first Series A high-cam 50° Vincent V-twin were in fact manufactured before the outbreak of war, but redesigned by Irving for the post-war era, the Series B Vincent was released in standard Rapide form in 1946, comfortably living up to its claim to be the fastest and safest production motorcycle in the world.

In high-performance Black Shadow form, and especially in competition Black Lightning guise, the Vincent earned an enviable reputation all over the world as the leading-edge benchmark of motocycling excellence. Progressively improved in Series C form (introduced in 1949) and Series D (1954), a total of 11,134 examples of the Vincent V-twin were produced and sold all over the world after 1946 – some of them

in fully enclosed Black Prince and Black Knight sports touring guise, just before the company ceased manufacture in 1955.

In spite of introducing a host of avant-garde technical features still found on bikes today – such as cantilever rear suspension, wishbone forks, a high-cam engine design to reduce reciprocating weight, and monocoque frame construction using the engine as a fully stressed member, suspended from a central oil tank – Vincent's insistence on an uncompromising quality of manufacture and engineering was sadly incompatible with also making a profit. But the calibre of his company's products was underlined by the success they continued to enjoy in open-class competition well into the 1970s, and by their prized status as collectable – and usable – period pieces today, half a century on. Just like today's V-twin Ducatis, 70 years ago the Vincent set standards for others to aim at: truly, it was the first true Superbike.



3

pretty good for a one-litre pushrod V-twin with just two valves per cylinder, with a hefty 86lb-ft/117Nm of torque peaking at just 5000 rpm that's delivered via the original four-speed Vincent gearbox with triplex chain primary drive.

"When we saw how much power we had right away, which was more than we'd hoped for, we thought, 'Hmm, that makes a change, it's usually the other way around!'" says Ken. "So, we left it at that, and started thinking about the handling."

This considerably uprated stock Vincent motor is installed in the original Rapide spine frame, with the three-litre oil tank incorporated in the backbone, and retaining the original fuel tank and handlebar, as well as the Vincent Girdraulic blade forks and top link. Front end damping is taken care of by a fully adjustable monoshock specially concocted by Steve Mudford of Race Dynamics in Melbourne. However, the special lower link has been re-made by the Horners and repositioned, plus the twin Öhlins cantilever rear shocks have rebound damping in the left one and compression in the right, but with

no adjustment for either because the shocks are so short that there's no room for it. They're still, however, 50mm longer than the original Vincent dampers, which has the effect of considerably sharpening the steering geometry via the raised rear end, from the original 30° rake to 25°.

These mods had former Vincent apprentice John Surtees, who began his illustrious racing career on Vincents, clapping his hands with approval when he visited the Horner pit at Goodwood to inspect the bike. "I told Phil Vincent and Phil Irving they needed to modify the steering geometry exactly as the Horners have now done," said John. "But they had already manufactured dozens of forgings for the incorrect lower link, so they refused to change it."

The result is a far sweeter-steering package, as Beau Beaton found out when he tested it at Broadford, and smashed the existing class lap record – while running the bike in. "Basically, we were trying to fix up the massive variation of trail under compression, which we managed to get from being absolutely awful to something that's similar to ➤



4

1. Rider's view. And ready to race

2. Sir Alan persuades the Vincent to deliver its best

3. Everything works exactly as it should. We will ignore the brakes at this point

4. Both oil and fuel fillers are here. You can work out which is which

VINCENT RAPIDE RACER



The Irving Vincent team at Goodwood with John Surtees, no mean Vincent racer himself, of course

our Period 5 racer fitted with telescopic, at around 105mm," says Barry. "With the original set-up this disappeared under compression, which is why they stand up on you on the brakes, such as they are – but this one doesn't because of the new lower link." The 1435mm wheelbase delivers a 52/48% distribution of the Irving Vincent's 177kg dry weight. 19in wheels are retained, with skinny 90/90 front and 100/90 rear Avon AM22/23 classic race tyres fitted on Akront WM3/2.15in alloy rims.

Beaton's encouraging shakedown revealed one major handicap; the trio of seven-inch single leading-shoe Vincent drum brakes were woefully inadequate to stop a motorcycle that heavy, and fast. The racing Rapide was trapped at 128mph at the Goodwood Revival, 12mph faster than the next quickest bike, a replica four-cylinder 500cc Gilera. But with just one hard stop per lap on the fast 2.40-mile circuit, this wasn't expected to be too serious an issue, so the bike was crated and shipped to the UK.

Craig McMartin rode it for the first time ever in the single qualifying session for the Goodwood Revival, in which teammate Beaton put the Aussie-built Vincent on pole position, just 0.1sec ahead of ex-GP ace Jeremy McWilliams sharing a replica longstroke Manx Norton with Duncan Fitchett, and former World Superbike champion Troy Corser's works-entered BMW R5SS shared with Sebastian Gütsch, with Senior TT winner, Steve Plater, teamed with UK classic racing star Glen English fourth on another Norton.

The first race on Saturday saw McWilliams take an immediate lead after the Le Mans-type start, pursued by Beau Beaton, who took over the lead

on lap two, albeit with the Irishman still in his wheeltracks, before McWilliams crashed the Norton on lap four, fortunately without injury. After the rider changeover, McMartin got embroiled with the Plater/English Manx, but then speeded up as he became familiar with the bike, eventually crossing the line to win by 18sec. The McWilliams/Fitchett Norton was too badly damaged to repair, so for the second race the following day – with the consent of all the other teams, and especially the Aussie Vincent squad – the duo was permitted to substitute a later more powerful 60s-style short-stroke Manx just to stage a spectacle, without being eligible to figure in the final results. Strictly showbiz...

The result was a thrilling race-long battle between the two bikes, with Fitchett leading at first on the Norton single before the slow-starting McMartin overhauled him on lap three. Fitchett fought back and repassed him, followed by Glen English on a longstroke Norton who led the race narrowly coming into the rider change. Thereafter McWilliams and Beaton turned up the wick to stage a crowd-pleasing display of high-speed racing, trading the lead back and forth before the Irishman used his lighter single's infinitely better brakes to grab the lead on the final lap exiting the chicane on the run to the chequered flag. Just as he crossed the line a couple of bike lengths behind the Norton to win the race officially, Beaton had the Vincent lock its back wheel as evidenced by a cloud of smoke from the tyre – fortunately in a straight line, since the transmission had seized, and pulling the clutch in was no help! Lucky it happened when it did, both in terms of allowing Beau to keep the bike upright, and also



crossing the finish line, for overall classification was on combined times for the two races. Phew!

"We had no idea what had gone wrong with the bike – we just stuck it in the crate after the race, and went off and had a bit of a celebration," says Ken. "It wasn't until we got it back to Melbourne that we had a look, and discovered the triplex primary chain had snapped. You used to be able to get racing chains like that, but not anymore, so that's just industrial chain which obviously isn't up to coping with 100 horsepower and 86lb-ft of torque!" Nevertheless, however narrowly it was mission accomplished for the Aussie Vincent team – they'd gone racing overseas for a second time, and once again come back with the winners' laurels.

The chance to find out firsthand how they did it came by riding the repaired bike at this year's Penrite Broadford Bike Bonanza, the annual festival of motorcycling organised by the Australian motorcycle federation MA on the hilly, switchback bush track of Broadford, north of Melbourne. As circuits go, this couldn't be more different to Goodwood, with its short 1.34-mile length containing three hard stops per lap, two of them from high speed. So I discovered pretty quickly that the term 'braking' is an approximation when applied to the Vincent's trio of puny drums. I started going faster as I felt more at home on the hi-cam V-twin, and they started to fade owing to insufficient time between each hard stop to cool off for the next one, howling like a wolf whenever I pulled the lever hard. Doing so not only produced this blood-curdling sound, but resulted in almost zero bite – leaving me ever more dependent on engine braking to haul the big Vincent down from high speed. Hmm.

Of course, what makes matters worse is the superb performance the Horners have extracted from the original ohv Vincent motor, and as the owner myself once upon a time of a 1948 Series B Rapide just like this one started out as, I can attest to what a brilliant piece of development this Goodwood Revival race-winner is. Quite apart from the phenomenal engine output for a pushrod V-twin that's getting on for 70 years old, the thing that's most impressive is how totally smooth it is. For a narrow-angle V-twin with no counterbalancers, it's little short of amazing how few vibes there are.

With the one-piece flat original handlebar rotated so that the grips point downwards slightly, the result is as aerodynamic a stance as you're ever going to get the Vincent to deliver, with the Smiths Chronometric tacho's needle dancing in front of your eyes as you lie flat on the tank to minimise drag. You soon realise you have to kind of take an average reading, and work to that on deciding when to change gear, which I usually did at 6000rpm even though six five is apparently okay for the tuned motor, says Ken.

There's a pretty big gap between second and third gears on the four-speed box, but third and fourth are closer together, and with such a torquey motor as this one, you soon realise you can cut right down on the gearshifting, especially with those twin fat straight pipes comprising the exhaust, so no megaphonitis to have to counter. The gearchange is slow but reasonably precise, albeit with a funny little lurch every time I shifted down to second under braking (pardon the expression). The engine pulls really well from 3500 rpm upwards, with the lightened crank delivering zestful acceleration strong and hard up to ➤

TOP LEFT:
Winning riders Beau Beaton and Craig McMartin

TOP RIGHT:
Beaton leads McWilliams; Vincent leads Norton, one of them a modified road bike, the other an out and out racer

ABOVE LEFT:
Track action; Craig McMartin twists a little throttle at Goodwood

ABOVE RIGHT:
The Vincent's rear wheel locked up right on the final finishing line. Hence the smoke...

BELOW:
The reason for the lock-up is clear here. One entirely demolished triplex primary chain





Poised. It's difficult to believe that this apparent out'n'out track animal enjoyed a long and fulfilling life as a road machine

the 6500 rpm mark, where it just runs out of breath, making it pointless to run it into the red zone.

At the other end of the scale, it carbures really well low down, so that I could drive out of a slow turn from as low as 2000 revs without once touching the clutch lever to coax it back on to the pipe, as I'd have had to do riding a single. Torquey yet relatively quick to build revs by the standards of 70 years ago, the Aussie-modified Vincent Rapide is a fine piece of exponential engineering that delivers performance way beyond expectations, given its streetbike origins.

It's also quite different to sit on to my Rapide, because the Horners have raised the rear end via the longer shocks to sharpen the steering geometry, as well as throwing more weight on to the front tyre for extra grip in keeping up turn speed – something you sometimes end up doing involuntarily, because those pathetic brakes haven't stopped you as much as you'd have liked. You're conscious of sitting very high up on the Vincent, on a barely-padded plank of a seat that is, however, easy to slide back and forth along, allowing you to tuck yourself down behind the flyscreen in a straight line, then slide forward as you squeeze more in

hope than expectation on the front brake lever.

The footrests are located pretty high up – I'm not sure why, since ground clearance is never remotely a problem on those skinny tyres – as well as set well back. I began trying to rest my left foot on the brake lever, until I found where my toes were meant to be parked. It means you ride the Vincent in a semi-inclined stance, with your knees fairly bent and a fair bit of your body weight on your arms and wrists, which does, however, make tucking away behind the screen much easier. Just takes getting used to...

The Goodwood Vincent's handling is also on a different planet compared with other Vincents I've tested and even raced, including John Surtees' own personal Grey Flash single. That had the trademark Vincent trait of rising on the suspension when you braked for a turn, but the best thing I can say about the Horners' bike is that I could forget about it wearing Girdraulic blade forks, thanks to the way it rode Broadford's numerous bumps so well. Okay, its heavy 177kg weight probably helped settle it down well, but it behaves like a conventional tele-forked bike under braking, even if you have to get used to seeing the top link of the girder forks bobbing up and down in front of you in a straight line.

But the more constant steering geometry you get on this bike's front end compared with a stock one, coupled with the improved damping from the modern shocks, is noticeably beneficial in making the bike handle more predictably over bumps. Kudos to Ken and Barry for having done what many have tried to do, but failed – make a Vincent handle properly without

"The Goodwood Vincent's handling is on a different planet compared with other Vincents I've tested and even raced, including John Surtees' own personal Grey Flash..."



resorting to the Fritz Egli solution of fitting tele forks.

And that makes riding the Goodwood-winning Vincent round turns just as pleasurable as unleashing its remarkable reserves of performance in a straight line, feeling the rear Avon hook up on the angle when you switch on the power exiting a turn. You quickly realise you can have confidence in how it handles in faster turns with a bump on the apex, like the left-hander leading on to the pit straight at Broadford. There, I could feel the front Avon stay glued to the track as I rounded the off-camber turn, as the modern dampers ate up the bump and never once deviated from delivering normal service. This is a fast and well-behaved V-twin racebike whose performance is quite out of kilter with its age – it feels a much more modern bike in the way it accelerates, corners and handles. Just the brakes are strictly vintage – but Ken and Barry Horner have a solution to that they're working on for Goodwood 2016.

"I reckon this is the last time this old girl will take to the track," said Ken after the last of my three sessions on the bike at Broadford. "We'll tuck her up nicely in the museum alongside the Daytona winner, and build a new bike for next year's Revival – if we're invited back again by Lord March, as we hope. We definitely need better brakes – well, any kind of brakes would be good! So, we'll see what the regulations will allow us to do, and we'll swap over the gearchange to the left, which is where both the boys are used to it being. We have a fix for the primary chain, without going to belt drives, which are forbidden for Goodwood, but we don't need any more power, so we'll just try to make it handle better. Oh – and put some more padding on the seat!" **CBG**



Beast, beauty; the usual things go together well...

The Number One Rent Free Gas Cylinder!

200
Nationwide Collection Points

Join 1000's of customers saving money with a Hobbyweld Rent Free Gas Cylinder

- 11 High quality gases available
- A low, one-off, refundable deposit
- Compact, lightweight and portable
- Save £100's every year on rental charges
- Save over £300 per bottle vs. disposables
- Simply pay as you go for your refills

100% Rent Free

Find your nearest agent by visiting www.hobbyweld.co.uk or calling 0800 433 4331

The VOC Spares Co. Ltd

**Celebrating our 40th year supplying
Vincent owners worldwide
*“and they said it would never last!”***

All the company directors are all owners and club members, with many years experience on all models. Access to the technical re-courses of the Vincent Owners Club. Internet web-shop. Mail order world wide. 50% of sales shipped overseas. Probably the largest selection of quality spares and accessories for most models of Vincent. Here is a complete engine, built from spares supplied by us.



1950 'C' Black Shadow

Matching engine and frame,
current owner since 1962,
toured through Europe,
supplied with panniers and
documents.
£55,000



1955 Black Prince - coming soon

All matching numbers, with current owner 45 years.

The VOC Spares Co Ltd

Phone - 01536 312220
ian.savage@vincentspares.co.uk
www.vincentspares.co.uk



**01706 367649 or
07831 181293
Email:admin@cjautos.eu**

CJ AUTOS
(HEYWOOD) LTD OL10 1HY

www.cjautos.eu
To buy online please
see website
All prices + VAT

**New catalogue out now
Call for copy**

CJ Autos 2016 RANGE
MOTORBIKE LIFTS & BIKE RAMS

From £50 MB115
From £50 MB116

550mm wide MOTORBIKE LIFTS **640mm wide**
£265 MB03D **£275** MB03B

470mm wide MB03A **700mm wide** MB03C

£38 MB118 **£45** MB117

£45 MB07 **£89** PWL1 **£70** MB06

£240 MB02 **£65** MB04A

£35 MB22 **£40** PWS1 **£80** MB06W

£49 MB04B **£45** SKATE ONLY **£49** MB04AM

£99 MB02A **From £499** GTO26 **26"**

NEW PRODUCT MB02B **£85**

£42 MB111 **£50 each** MB34

£30 MB36 **£45** MB03E

£50 MB0303SN **£275** MB39

£325 MB38 **£50** MB301

MEW STEEL TRI FOLDABLE BIKE RAM MB34



Bike Insurance

Be Wiser... Save Money

Proud sponsors
of the new 2015
Be Wiser
Kawasaki
British Superbike
Team

- The best policy at the best price
- We search over 30 insurance companies
- FREE Breakdown Cover
- FREE legal protection
- Instant cover and instalments
- FREE Helmet & Leathers Cover including Personal Accident Cover

Freephone:
0800 954 9764

Online quotes at: www.bewtr.co.uk

Be Wiser Insurance®

For all your insurance needs - bike, car, van, multi-vehicle, home & travel




HAGON
SHOCKS

A collection of various shock absorbers and springs from the Hagon range.

www.hagon-shocks.co.uk

Tel: 0208 502 6222
Fax: 0208 502 6274

Hagon Products Ltd
7 Roebuck Road
Hainault Business Park
Hainault
Essex IG6 3JH



the 22nd Carole Nash classic motorcycle mechanics show

STAFFORDSHIRE COUNTY SHOWGROUND, ST18 0BD

GATES OPEN SATURDAY 9AM - 6PM & SUNDAY 9AM - 5PM

OCTOBER 2015 17-18

STAFFORD SHOW TIME!

- THOUSANDS OF SPARES, PARTS AND AUTOJUMBLE
- THE WORLD'S LARGEST COLLECTION OF CLASSIC BIKES...
- ...AND THE CHANCE TO SEE (AND HEAR!) THEM IN ACTION!
- A GREAT DAY OUT FOR ALL THE FAMILY
- THE RESTORATION THEATRE WITH TV'S PETE THORNE
- THE WORLD FAMOUS BONHAMS CLASSIC BIKE AUCTION
- PLUS MUCH, MUCH MORE!

ON SALE NOW! ADVANCE TICKETS

ADULTS: £11 OAPS: £10 CHILDREN: £3

MEET JOHN MCGUINNESS
23 times TT winner




CALL 01507 529529 classicbikeshows.com

Restoration Theatre

#2015CBS [@CLASSICBIKESHOWS](https://twitter.com/classicbikeshows) [/CLASSICBIKESHOWS](https://facebook.com/CLASSICBIKESHOWS)

classic motorcycle mechanics classicbikeshows.com Bonhams

SPORTSTER REVISITED

*Whatever happens to old road test bikes?
Phil Mather comes face to face with a favourite from
the distant past and discovers the years have changed very little*

WORDS AND PHOTOS:
PHIL MATHER

It's the late summer of 1974 and I'm working as a staff writer on the UK's number one motorcycle magazine – *Bike*. Life, without any shadow of a doubt, is peachy. No matter that I'm living in Highbury, North London, and commuting on a more or less daily basis up the old A1 to the magazine's offices in Peterborough. I'm riding bikes for a living and that's all that matters. Anyhow, somebody has to put in the road miles – did you really think we just took them for a quick spin around the car park?

More was yet to come. One Friday afternoon, after our traditional journo's lunch in the pub across the road (magazine offices always had a pub across the road back then), the editor, Mike Nicks, informed me that I had been chosen to collect next week's test bike while I was down in the Smoke, washing and ironing and catching-up on a fast deteriorating social life. I would have laid money on it being a Puch Maxi or some CZ or other but no, surprise, surprise, the test bike was a Harley-Davidson XLH Sportster. Zowee!

Instead of falling asleep over my typewriter (always



HARLEY-DAVIDSON SPORTSTER



TOP LEFT:

The 'AMF' on the tank badge was seen as a saviour of the motor company at the time. It's less venerated today

ABOVE:

One of the most enduring engine designs, this Sportster has an all-iron top end, and there's even light showing beneath the rocker boxes. It is not a short-stroke engine. Not really...

did this after a beery lunch) I spent the rest of that afternoon being a really friendly person, making everybody tea and sharing out the packet of garibaldi biscuits I usually kept hidden in my desk drawer. I bet they couldn't wait for five o'clock to come around. Even the drone home on my trusty G80 Matchless-with-no-lights, normally a nail-biting struggle as to whether I'd reach the sanctuary of outer London's street lighting before darkness fell or not, passed without trauma. I was stoked!

In retrospect, my mission may not have been the vote of confidence I took it for at the time. Editor Mike was a family man who liked to keep his weekends free for whatever family men do, and rising early on a Monday to collect a test bike from *anywhere* was not on his agenda. And fellow staffer Bill Haylock (who had been there longer than me and therefore had first dibs at what was going around) had doubtless arranged to whisk his latest squeeze away to somewhere exotic on a Laverda or a Ducati or whatever else I'd just run me shammy leather over and cleaned the bugs off. Probably wouldn't see him much before midday.

And the weather forecast for Monday wasn't looking too good.

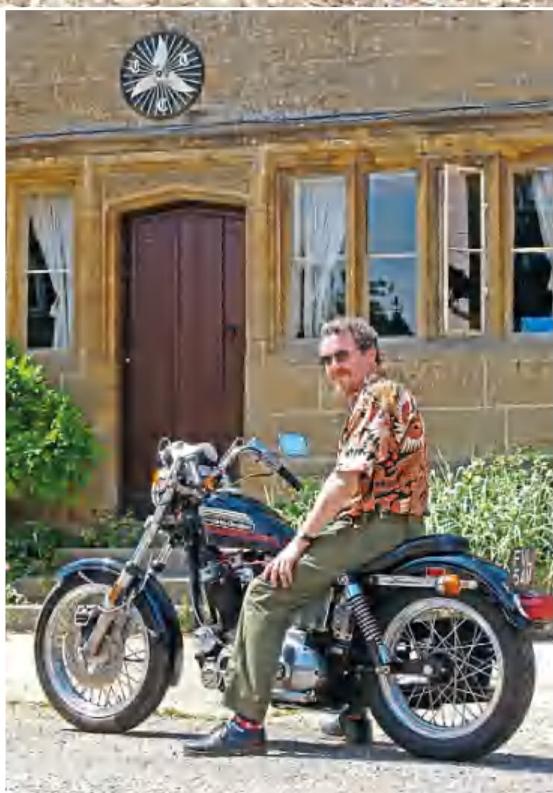
Did I care? Did I heck! For me at least, this was an

opportunity not to be missed. For the benefit of the tape I should state that the outlook didn't remain quite so rosy over the ensuing week as will become clear. For the moment, at least, I was a happy bunny.

On Monday, it rained. I took the tube to the AMF Harley-Davidson UK head office somewhere in the centre of town where head honcho Terry Gotts gave me a rundown on all that was good about the new, revitalised H-D operation in general and on UK sales in particular. Not so very long ago, Harley-Davidson had been flat on its back, unable to compete with imported British motorcycles even before the Japanese began heaping on the pain. The AMF takeover of 1969 turned things around, ramping up production year-on-year so that ownership of a new Harley was now something of an attainable reality to American motorcyclists.

What Terry Gotts didn't say was that quality control had suffered terribly and that stateside warranty claims were a mile high. What he did say was that in 1974 only 100 Sportsters and Shovelheads had been shipped to the UK and now only three were left unsold. For us, at least, things were still in the little acorns stage.

So, what about next year – new models, revised specifications, more bikes even? Ah, wait and



see. For now I had to content myself with the little black beastie that looked pretty much like any other Sportster I'd ever seen apart from the disc front brake and a mess of wires and cables hanging from the handlebars. But I wasn't complaining, yet.

And so for a while I lived the dream. My first reality check came when I realised that Sportsters don't come with a tool kit. No spanners to adjust the chain that was beginning to clang against the chainguard, no socket to whip out a spark plug, no screwdriver to check the points. Nowhere, in fact, to stash a tool kit if you had one. Then, on an evening run from Peterborough to Nottingham to show off the bike to an old amigo, I discovered the joy of riding a Sportster across country in a land where the petrol stations closed at 6pm.

The Sportster was no longer fun, fast and furious. Its small tank was woefully inadequate, the pumper carb appallingly wasteful of precious fuel. All this dawned as I flipped on the reserve fuel tap somewhere beyond Melton Mowbray and tried desperately to remember where along the A606 the wilderness ended and civilisation with a petrol pump began. Put-putting along at engine rpm zero minus one became a necessity. I crawled uphill on a whiff of throttle and coasted down dale with the clutch in.

TOP RIGHT:

The oil tank can develop considerable heat, especially in traffic or when the performance is used with enthusiasm. Its filler can become a hate object for longer distance riders

ABOVE:

On the opposite side to the oil tank, the battery box can provide the rider with a matching pair of bruised thighs

LEFT:

Owner Tim Miller says this of his Sportster; "I've owned a fair few bikes and I have several right now, but if it came to the crunch the Sportster would be the last thing I'd sell." You cannot say better than that.

HARLEY-DAVIDSON SPORTSTER



TOP LEFT:

The starter motor lives down at the front, and is effective enough. Meanwhile the ignition key and choke pull were dangled between the cylinders. Orange plug leads, too. Neat

ABOVE:

This was the 1970s, remember, pull-back bars were all the rage. And they still are in some places

BELOW:

Harley's early front disc brakes will actually work, according to our scribe, but it was the 1970s at the time, and all things are relative



I never learned how much of the tank's two-gallon capacity was apportioned to the reserve, only that it got me to Keyworth, an oasis in the desert of Something-or-other on the Wolds. Just. I did learn that a Sportster rider never, but never, passes an open petrol station but habitually pulls in and tops off the tank every time; avoids motorways at any time, trunk roads and back roads after dark. You have just enough gas for 85 miles of free-wheeling fun, then you get off and walk. On the upside, my pal thought the Sportster was cool. Lucky boy – he only rode it around the car park.

Further calamities were in store as the test progressed. During the obligatory thrash around Snetterton race circuit to obtain all the statistics without which no road test feature would be complete, the combined ignition/lights switch seized solid and the clutch gave up the ghost. I maintain to this day that I was not to blame – while the big boys were off having fun, I was closeted away in the office compiling yet another scintillating sixteenner moped review or a mind-numbing 'What to buy yer Granny for Christmas' extravaganza – quite possibly both. But because, when it was all over, I had to nurse the stricken bike back to London, it clearly was my fault that the bolts holding on the petrol tank and the seat worked loose. And the gear lever split where it clamps around the gearchange shaft and by tightening up the pinch bolt I

only succeeded in splitting the lever some more.

All in all, the Sportster test turned out to be a bit of an anti-climax, which was a great shame because of all the bikes that were around at the time, this is the one I would have bought if I'd had the money. I could've lived with the rather slap-dash assembly, the poor range, the thinly padded seat and the unusual knees-in-the-breeze riding position. I was a sucker for its lean and hungry look, its thumping great V-twin motor and a power delivery that went on and on until morning. One day, maybe...

And there the story could have ended, but for the hand of fate and a miserly three-line advertisement for a 1974 Harley-Davidson XLH in a West Country free ads newspaper 34 years later.

Tim Miller read the ad. He had owned Sportsters before and knew all too well about their ailments and shortcomings. He also knew they could be fun to ride, especially around his local country roads where digging deep out of corners and squirting down straights was a game to be played endlessly. So he had to go and take a look and, despite its shabby appearance and the vendor's indifference, he knew he couldn't walk away without buying it.

"It ran like a pig, the brakes didn't work and the plastic lenses on the clocks were so badly crazed you couldn't read the mileage," Tim relates. "And, like all Harleys of a certain age, it had been customised



with a Mustang tank, apehangers, a two-level seat and a sissy bar. On the upside it was slim, trim, no bling and the paintwork hadn't been covered with eagles and death's heads. Let's say it had potential, that's why I bought it. Then, just as I was about to leave his house, the guy comes out with a large envelope full of paperwork. He was going to throw it away but figured I might find it interesting."

That, as it turned out, was a major understatement. Inside, Tim found a paper trail documenting the bike's life from the time it was pensioned off by AMF and fetched up in the showroom of long-time London Harley dealer F H Warr & Sons on the Kings Road in Fulham. Warrs sold the bike to two American airmen stationed at RAF Croughton in Northamptonshire, then the base of the 2130th Communications Squadron. An itemised bill of sale lists all the costs that went into making a Harley so darned expensive – USA inland freight, ocean freight, forwarding fees, port deconsolidation charges, customs fees, London delivery charges, UK agent's fees – the typed list ending 'etc., etc., etc' whatever they might be!

Interestingly, dual exhausts, tach kit, turn signals and the security alarm which, according to sales literature, 'sounds off whenever a stranger tampers with your motorcycle' and was mounted behind the rear numberplate, are listed as extras with another 'etc' thrown in for good measure. US services personnel

didn't get hit for import duty and VAT which saved them 300 quid and, in a magnanimous gesture of goodwill, 50 quid was knocked off for a 'special Show and Publicity allowance'. Then again, the Yanks had to swallow a charge of £5 for registration, administration, petrol, oils and plates – oh, and another 'etc'.

Wearing its WLP 167M moniker, the Sportster set out for a new life in a place where people might better understand it, and in due course it was re-registered by the American Department of Defence as vehicle LSX 879.

Almost 20 years passed before it re-emerged, back in civvy street wearing a new age-related plate; FVL 54M. Rex Judd Ltd in Edgware, Middlesex, gave it an MoT test certificate in October 1994, recording a total of only 7800 miles on the clock, then over the next 11 years a meagre 5000 miles were added to the total by no fewer than eight different owners.

Cause for concern? Well, from the test certificates you can tell that some years the Sportster travelled no further than to and from the testing station, whereas bills for oil, spark plugs, an inner tube and new tyres indicate that somebody, somewhere was giving it an airing, if only occasionally. Tim found one undated, handwritten list that includes costings for a generator rebuild, and electronic ignition and a solid state regulator/rectifier which are still in evidence. It also includes all the parts and gaskets for a clutch rebuild. ▶

MAIN:

Although it is too easy to be conventionally mocking, it's a fact that Harley Sportsters of this era have a unique way of looking and a unique way of doing what they do

ABOVE:

Hand controls are well made and easy to operate

HARLEY-DAVIDSON SPORTSTER

and there's a receipt for a clutch plate kit dated 2003. I think that would go down as fair wear and tear in anybody's book.

"My aim was to put the Sportster back to how it should be, get it running right and enjoy it," says Tim. He was given an original-style petrol tank by the previous owner, and other parts, like the buckhorn handlebars and the seat, came from Revs Hog Motorcycles in Worcestershire. To date he has resisted the urge to fit a 'cowbell' pattern electric horn that traditionally hangs off the left-hand side below the plate for the ignition switch and choke knob – since the accessory horn currently in service works well, why fix it?

Running problems were cured by nothing more than a thorough service – oil and filter change, new plugs, a carb strip and rebuild and a fresh-air filter element. Several generations of spiders residing in the 'spam can' air filter housing were politely asked to leave, there being no evidence of them having a shred of American heritage, and one of today's wonder products, Xerapol acrylic scratch remover, restored the tach and speedo lenses. The rear brake just needed a new pair of shoes, but the front proved more problematic.

Harley disc brakes of the period are nowadays universally rated between poor and lethal. However, an information leaflet from the factory 'required by Federal Motor Vehicle Safety Regulation 575.101' claims a stopping distance from 60mph of 132ft whereas the *Bike* magazine tester hauled the beast to a standstill in 22ft less. With no brake at all at the

front end, Tim had no option other than to strip and clean both the caliper and master cylinder, then fit new seals and brake pads. Even though the brake now works there is no 'feel' to it, which does little for rider confidence.

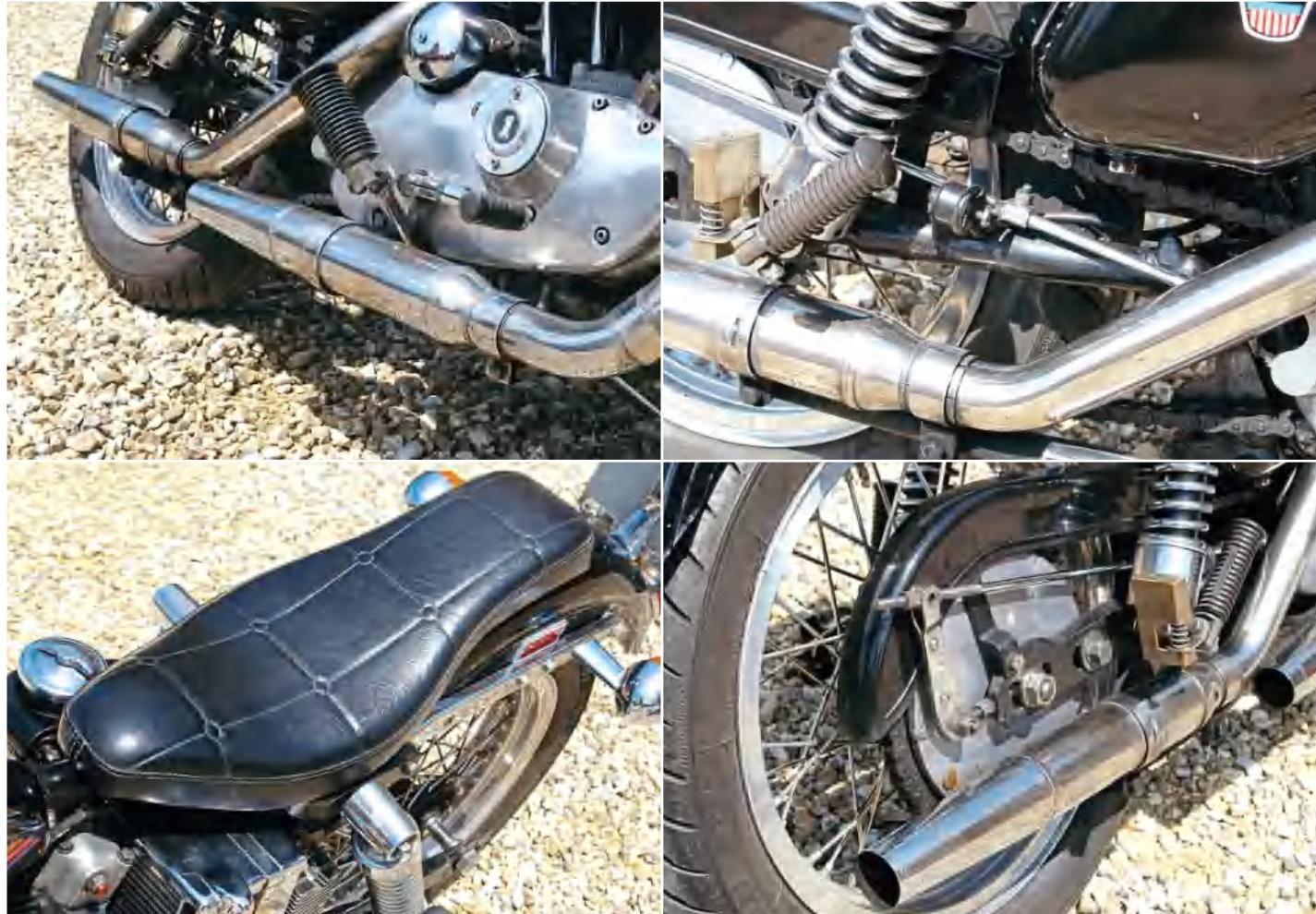
So how would Tim sum the Sportster up? "Great engine, rubbish brakes, mediocre chassis. It's no good for main roads but great on back roads. There's a lot of engine vibration, which is fine up to 50 or 60 miles per hour, but after that the motor gets a bit busy and you don't want to hold higher speeds for too long. It drinks fuel, I reckon I'm getting no more than 40 miles to the gallon, and the small tank makes frequent stops necessary – that's not such a bad thing, the seat's very thinly padded and with the rear suspension on its softest setting for solo riding it tends to top out. Personally, I welcome the opportunity to get off and have a walk about. Bottom line? I've owned a fair few bikes and I have several right now, but if it came to the crunch the Sportster would be the last thing I'd sell."

Oh well, no point in making him an offer then, even before he handed me the key and invited me to take the bike for a spin. To be honest it was all rather strange, like a mutual friend reacquainting you with someone you'd met and hit it off with briefly a very long time ago. The friend thinks you'll be pleased to see each other, but do you still have anything in common? Will you be able to overlook the shortcomings you were happy to dismiss before? Have the years treated you both with equal kindness?

BELOW:

The trademark stepped silencers are a little vigorous, sound-wise, sounding pretty vocal even when new

BOTTOM LEFT: Like styling, comfort is a relative thing and in the eyes of the beholder. In this case also in the backside and thighs of the beholder.





Everything was very much as I remembered it. The seat height at a smidgen less than 30in is very low and you can plant both boots firmly on the ground although the top of the battery cover digs into your left leg and your right leg rests over the enormous filler cap on the oil tank. When you're on the move the footrests lift you clear of these obstructions, but after a few miles the oil tank gets hot; you notice this when you come to a stop and put your feet down again.

For cold starting there's a choke knob located between the cylinders on the left-hand side. It's connected to a butterfly valve in the Bendix carburettor by a single-strand heavy-gauge wire – most of the time you don't need to use it, a couple of twists of the throttle twistgrip actuates an accelerator pump that squirts neat petrol into the intake manifold. There is no kick-starter on the civilised XLH Sportster, it had been discontinued in 1968 when the electric starter, introduced the year before, had proved reliable enough to be left on its own. The peppier XLCH 'competition' Sportster model remained kick-start only, an option that could prove seriously detrimental to the wellbeing of your right leg over a protracted period, leading to an ailment known as 'Sportster knee'.

So, hold the twistgrip ready to catch the motor when it fires and press the start button. Sure enough, the motor roars into life and after a couple of minutes it settles into a steady rumbling tickover. Even with the standard silencers, the exhaust is loud – louder than a Triumph twin or a Commando, much louder than any Japanese bike of the period. Personally, this doesn't bother me but your neighbours might care to disagree. Tim had warned me that the clutch had a bad habit



of sticking when you first engage gear and advised holding the front brake on to avoid an unscheduled leap forward. Good advice, but I stalled the engine all the same. Next time I paddled the bike around to the direction I wanted to go, just as a precaution, and tried again.

Success! Excellent – and we're off like a rocket. Throttle response is startlingly quick and first gear extremely low, so pulling away is something that needs caution and practice. I shut off to regain my composure and realise that I should actually be changing into second and that the gear lever is on the right-hand side – now was it up or down for second? Up for up, of course, and we're away again, second, third and into top before you know it. Given that you can clearly hear how slowly the motor is turning, you feel like you should change up again but four gears is all you have. In any case, simply by working your way up through the box you've put on a fair turn of speed and when a sharp bend appears in the road ahead,

ABOVE

If your motorcycle makes you smile every time you look at it, and it makes you look at it every time you park it up, then it's a good motorcycle. No argument

LEFT

The Sportster engine has been around in various forms for a very long time. All variations and varieties are instantly recognisable as Sportsters, whatever their age

HARLEY-DAVIDSON SPORTSTER

RIGHT

Small headlight with hidden mounts; mysterious cover above that small headlight? Yep; it's a Harley all right

BELOW

If your motorcycle makes you smile every time you ride it, and it makes you want to ride it as often as possible, then it's a great motorcycle. No argument

as it did for me, you realise that you're travelling quite fast – too fast in fact.

Instinctively I grabbed the front brake and in the time lapse when nothing seemed to be happening to retard progress I remembered the back brake pedal under my left boot and applied as much pressure as I dared.

There comes a time when you're riding a motorcycle when you have to commit yourself to taking a corner (the stone wall on my left was not an option) and before I knew it I had swept around the bend and was back upright and all in one piece. Pulling in to the side of the road I decided now was a good time to take stock of that front brake. Contrary to any impression I may have formed in the previous few nerve-racking seconds, it actually worked – not as any brake I have ever known before, but it did work.

Initially, there was a fair bit of free travel in the handlebar lever which, given its unusually wide span, at least brought it into a position where you could haul on it for all you were worth with all four fingers. Then the lever went solid; as solid as Thorin Oakenshield's (I chose him because the name seems particularly apt in this context) belief that the dwarves would one day reclaim the Lonely Mountain from Smaug the dragon. In this solid state, the lever applied sufficient pressure on the hydraulic system to press the pads against the disc and bring about retardation, but the exercise required a level of faith few motorcyclists would choose to rely on.

Back to business. Engine vibration was noticeable but not uncomfortable up to about 65 miles per hour, at which point the thin seat offered no insulation whatsoever. It didn't cushion you from road shocks either, the new 'bump eating' front forks being



particularly disappointing in their action. Add in the poorly damped rear suspension and riding rough sections of road, of which there seem to be plenty wherever you travel in the UK these days, becomes an unpleasant experience. At one point I got caught out by a series of pot holes and had to stop to readjust my internal organs.

So, where does the Sportster's appeal lie – surely not from just looking great lolling on its side stand? The motor has to be the main attraction – visually imposing, a finer chunk of iron and aluminium would be hard to find. It's easy to maintain (and it requires maintenance in the old-fashioned way), strong and delivers power as only a V-twin can. Within the constraints of the vibration and suspension, handling is superb. It is without doubt a bike you can have fun on and, unlike some sportsbikes, your driver's licence isn't in jeopardy every time you go out for a ride. Ultimately, as Tim Miller says, "It's how it does what it does that counts." **CBG**





1985 30 YEARS 2015

The 'BEST' Deal In Classic Motorcycle Insurance

Looking for a **NEW** policy or just a great deal on your **RENEWAL**, our Classic Motorbike policies deliver exceptional cover at very affordable premiums



Multi-Bike Policies
Discount for Club Membership
FREE Breakdown & Recovery
FREE Agreed Value

Terms & Conditions apply

PBIS only uses High Quality Insurers.

Classic Car - Modern Car - Classic 4x4
Classic Military - Classic Bike - Classic Commercial



30 YEARS OF QUALITY CLASSIC INSURANCE

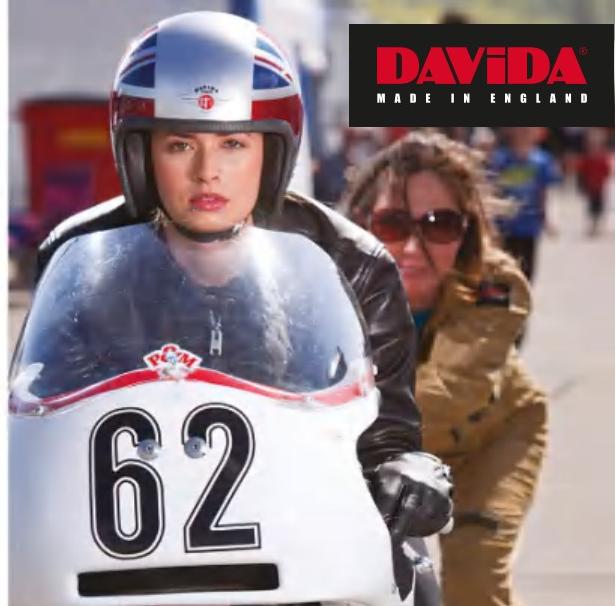
01376 573033

www.peterbestinsurance.co.uk

Authorised and Regulated by the Financial Conduct Authority

UNRIVALLED FIT

DAVIDA
MADE IN ENGLAND



DAVIDA (UK) LTD Birkenhead, England CH41 5EJ
Information & Sales - Tel. 00 44 151 647 2419

www.davida.co.uk

Made
in England

Jasmine, BSA Rob North Rocket 3, Pembrey 2014, Photography Gareth Buddo © Davida Archive



Boyer Bransden Ignitions
Electrifying Performance

Tel 01622 730939

Boyer-Bransden Electronics Ltd
Frindsbury House
Cox Street
Detling
Maidstone
Kent
ME14 3HE.
Fax: 01622 730930
www.BoyerBransden.com

Over 40 Years'
Proven
Performance



**Boyer
Bransden**

**Electronic Ignitions For
Motorcycles and Cars, Road &
Racing From Boyer Bransden**

Whether you're looking for the ultimate performance, for your classic racer, or simply want to keep your classic road bike reliable and sparking strongly, at Boyer Bransden we have the answer. With over forty years unbroken manufacturing in the field of electronic ignitions and componentry, we have the perfect solution for your machine.



In 1969 Ernie Bransden designed and patented a miniature electronic ignition that was a fraction of the size and far more efficient than any of its competitors. Since that time various electronic ignitions and manufacturers have come and gone, but Boyer Bransden have been in constant production. Today, Boyer Bransden produce one of the most efficient ignition systems in the world.

PLEASE VISIT US ONLINE!

Halcyon
classic Parts

Mark 9 Racing -



MOTORCYCLE GOGGLES!

A selection of over a hundred classic & modern style Motorcycle Goggles

- British Made Halcyon
- Italian Made Nannini
- USA made Bobsters

THE ULTIMATE BAR END MIRRORS!

Halcyon Bar-end mirrors are the finest quality classic motorcycle mirrors available, made to last a lifetime they are a testament to British engineering.

- Highly Polished Stainless Steel
- Domed swivel action on head
- Spring tensioned ratchet action at base
- New angled sleeve handlebar fitting
- Fits on either side

REDESIGNED TO FIT ALL

7/8 to 1 Inch Bars
(17.5mm-21mm Inside Dia)



Orders are usually dispatched within 2 working days and are sent by Royal Mail recorded delivery, postage charges: Goggles - £3.95 • Bar-End Mirrors - £4.95. Payment made with Visa/Mastercard or by cheque - payable to HDM Ltd. Orders can be placed by post, phone or online. Order online for discounts

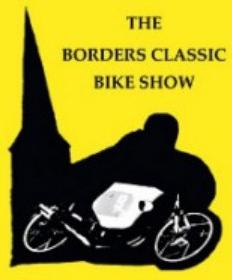
TEL: 01992 537546

www.classicpartsltd.com

UNIT 6, HERTFORD TRADING ESTATE, CAXTON HILL, HERTFORD, HERTS SG13 7NE



Copyright © 2006 Halcyon Design and Manufacturing Ltd. All rights reserved



LACON CHILDE SCHOOL CLEOBURY MORTIMER SHROPSHIRE

Open 10.00 to 5.00
Saturday and Sunday
SEPTEMBER 12/13th

**GUEST OF HONOUR
LES TROTTER**
Celebrating 50 years
of road racing, Manx
Grand Prix Winner.



TWO HALLS OF BIKES: ROAD MODELS, RACERS,
SCRAMBLERS, GRASS-TRACKERS, TRIALS
CONCOURS COMPETITION, BIKE JUMBLE,
CLUB STANDS, VOTE FOR YOUR FAVOURITE.

FREE PARKING ~ ADMISSION: £4.00
GREAT CATERING TOO

CONTACT: Jim Reynolds 01299 270642 or uncle.jim@icloud.com
www.bordersclassicbikeshow.co.uk or find us on Facebook

The Show is Sponsored by:

CLASSIC
BIKE GUIDE

VCAN HELMETS

HIGH SPECIFICATION, COMFORT AND STYLE.

V510 - SRP £44.99

V582 - SRP £54.99

V500 - SRP From £34.99

V537 - SRP £49.99

V500-1 Classic - SRP £39.99

To view the full Vcan range and to find your local Vcan dealer please visit -
www.vcanhelmets.co.uk or call - 01527 574422

MIDWEST MARKETING LTD

TRADINGPOST

BUY || SELL || SPANNER || SOLVE



Above: Spot the odd bod? A row of new BSA singles, every one of them shiny.
And a single twin...

CONTENTS

076 EURO BIKE GUIDE

Don't even think about buying
a Moto Shifty without it

086 MODEL STUDY I

Kawasaki W1 profile

098 MODEL STUDY II

BSA Triumph Triples profile

104 HOW TO...

Gearbox rebuild

110 READER ADS

Classic bikes to buy

128 CLUB LIST

All knowledge lies here

130 FRANK WESTWORTH

Tail-end charlie

MORTONS ARCHIVE

over a century of motorcycle memories

This photo was found in the Mortons Archive, a huge collection of varied images from over a century of motorcycling. Whether it's a rider from the golden era, a showroom photograph of a rare bike model, unseen images from inside the old

industry, or a racing moment immortalised forever – you'll find it in our files. The archive offers literally millions of images and documents relating to motorcycles and motorcycling, thousands of which can be accessed online. See www.mortonsarchive.com

 Find us on
Facebook

[facebook.com/
ClassicBikeGuide](https://facebook.com/ClassicBikeGuide)

European Classic Bike Guide

For some riders, owning an Italian or German motorcycle is a lifelong ambition or simply the status quo. For others, European classics can be an all-new experience; an experimental exploration into unknown territory away from the safe haven of Japanese reliability or a traditional Brit. Moving from a modern motorcycle to an older machine of the same marque is an obvious route for any rider on a quest to find his or her first classic. But be warned: riding from Paris to Dakar before breakfast on a liquid-cooled BMW R1200GS does not necessarily prepare you for the awesome experience that is owning an R45 airhead. Similarly, although a modern Ducati Monster may indeed be descended from a 1980s Pantah, one is a monster in name only, while the other...

So, take care to identify exactly which kind of Continental classic you actually want to own and ride (or not). If only a Jota will satisfy

your soul, then fine. But you might find you prefer a later Guzzi Le Mans, or even an early Hinckley triple, come to that. Oh yes: Hinckley Triumphs. To keep you on your toes, you will find these listed in this guide rather than with the traditional British bikes.

Before you spend your money on the Continental classic of your choice, go ride a few of the bikes on your shortest short list. Join the relevant owners' club – that part is essential; join the club before you spend your money – so you can meet owners, maybe even ride their bikes, and learn about the reality of life with your dream bike.

It is always a great idea to study prices too. Stay aware of the movements in the market; it's so much better to buy an MV for Morini money than the other way around!

This guide will definitely develop over the coming months: if your favourite model isn't mentioned then do send us the details for future inclusion.



How to use the guide

This guide provides an overview of Continental classics. We focus on the marques and models which are the most popular, familiar and/or easily available in the UK. We'll enlarge and update it as time goes by and we trawl the marketplace, and this Eurobike guide will alternate with similar info covering British and Japanese classics. We offer you just two prices; the CBG High Price is for a top-notch, top-spec model in excellent condition. You might not win concours awards with the bike, but you'd expect to be a contender. At that price, your target machine should have a new MoT, its tyres should sparkle, its chrome and alloy should be excellent. Its paint should not be dull, and it should run like the dream machine you're after. Oil should not

dribble from its easings, it should start easily and readily. If it has more than one carb, then they should be balanced and the bike should tick over reliably. There should be no smoke, and although a stack of receipts is not essential, you should find evidence that whoever did the restoration work knew what they were doing. Cables should be entirely un-frayed, the controls should fall readily to hand and foot, and the lighting system should both lighten the darkness and charge its own battery. Accept nothing less.

Also accept that if you make the increasingly astute decision to buy from a trader then you are quite likely to pay more than our High Price. Traders make a living supplying folk like us with the bikes we want, tolerate endless tyre-kicking, usually accept trade-ins, and they should provide decent after-

sales service. All this costs them, and they need to make a profit.

The CBG Low Price is for a complete motorcycle. The bike may have the dregs of an MoT. It will certainly run and ride, although it may not be entirely sorted. Most of all, it may not be standard, the engine and frame may not have been paired in the factory, it may be cosmetically challenged, with rusty exhausts, a split seat and drooping unlubricated cables, and sundry systems may not work. It may be a less popular version of a popular model: a Guzzi Nevada springs to mind. It may easily be what we used to refer to as a 'working' bike. Classic workers are less common now than they once were, but they are still about.

There are two other categories for which it is entirely impossible to quote prices. The first is the entirely original and unrestored

motorcycle. These machines are – obviously – increasingly hard to find, and some folk will pay a high premium for them. Indeed, 'barn find' machines often fetch astonishingly high prices simply because they are unrestored... although you can rarely know that for a fact. Lots of older, 1980s, say, restorations are passed off as 'original' barn finds. Often they're not original at all. And they may not have been found in a barn.

The second category is the concours winner; the completely elegant machine, which is better by far than it was when it first invaded a showroom. When these bikes change hands in the public marketplace (and many of them change hands inside clubs, advertised only by word of mouth) their prices can be very high indeed. We cannot offer guidance here; what you pay is up to you.

Happy hunting...

CLASSIC BIKE GUIDE
ON THE GO!

www.mortons.co.uk/CBG

This magazine can be read on:

- Apple iOS
- Android
- Amazon
- Kindle
- BlackBerry
- Playbook
- Windows 8

AERMACCHI

An aircraft manufacturer which began building bikes after WW2, Aermacchi built scooters and a few small capacity four-strokes before Harley-Davidson bought half the firm in 1960. Thereafter it crafted a range of light and reliable racers, much loved by privateers and highly successful on track. H-D became full owners in 1973 (and sold the company to Cagiva in 1978), so many small-capacity military Harleys built before 1978 are Aermacchis under the skin. Few models made it to the UK originally: spares supply and specialist support is sporadic.

Chimera

172cc (60 x 61mm) ohv single || 300lb || 60mph || 1956-60

THIS FULLY ENCLOSED oddity carries its single-cylinder engine horizontally mounted, and was intended to be a sporting roadster. It fell somewhat short of the mark but spawned the firm's subsequent range of roadgoing singles and the highly regarded Ala d'Oro racer. A 250cc version was also offered. Both are rare in the UK (fewer than 300 built in total), and hence guaranteed to attract attention.

Prices

low £3500 || high £6000

Aermacchi Harley-Davidson 350

344cc ohv single || 320lb || 90mph || 1969-74

ALSO KNOWN AS the 350 Sprint, several of these flat-singles have made it to the UK in containers from the US

alongside more well-known Italian machinery. A genuine and interesting alternative to both the trad Brit 350 singles and the mainly Japanese competition. More trad than you might expect, with a right foot shift for the four-speed box and no electric start. Great to ride, though, and spares aren't bad so long as you don't mind importing them.

Prices

Low £2500 || high £5500

APRILIA

A motorcycle manufacturer for nearly 50 years, Aprilia initially concentrated on off-road and racing two-strokes. In the mid-1980s a collaboration with Austrian engine supplier Rotax brought about the Tuareg, one of the modern world's first 'adventure-sports' models although no one called it that at the time. Then came the four-stroke Pegaso roadsters (first a 600 and then a 650, sharing its engine with BMW's F650), and increasing success in 125 and 250 Grand Prix racing, which spawned a range of two-stroke repli-racers.

Motò 6.5

649cc (100 x 87.2mm) ohc single || 300lb || 95mph || 1995-2002

DESIGNED BY FRENCH

style guru (and motorcyclist) Philippe Starck as a chic city bike, the Motò 6.5 divided opinion. Practical riders sought out BMW's F650 or Aprilia's own Pegaso instead, but the Starck found favour with a select few thanks in part to its low saddle height and nimble footwork. Build quality wasn't wonderful, however, and unique



MOTO MORINI 3½ SPORT, 1979. Appears to be original unrestored condition. Two owners, little used for 15 years. Can be seen running, bike near Camberley, Surrey. Official Spanish registration history, no problem in obtaining a UK age-related registration. SOLD for £1920

components become fragile and hard to source with the passage of time. Worth looking longer to find a well-kept, low-mileage example.

Prices

Low £2500, || high £5000

BENELLI

Before and after WW2, the Benelli family built high-quality lightweight roadsters and enjoyed some success in GP and TT racing, initially with their dohc single and then with the 250/4, which took the world 250 title. One brother left to found Motobi, which was reabsorbed into Benelli in 1962. During the 1950s and 60s its customers bought mainly 125 two-strokes and 250 four-stroke twins; then came the heavyweight four-strokes when De Tomaso took over in 1971. A spell in the doldrums was followed by a more recent revival in 1999 with the 900 Tornado.

Quattro

231cc (44 x 38mm) ohc 4 || 275lb || 90mph || 1974-79

MANY INTERESTING AND

certainly alternative models are still coming out of Italy. Such as the small-capacity Benelli fours built in the de Tomaso era. Tiny engine revs to 11k, apparently safely, and although spares may well be rather rare, if you want a bike to talk about more than ride, this could be it. Also sold as the Moto Guzzi 254, so you have a choice.

Prices

Low £2000 || high £4250

Tornado

643cc (84 x 58mm) ohv twin || 410lb || 85mph || 1970-76

THIS EXTREMELY SHORT-STROKE vertical twin is something of an acquired taste. Its buzzy yet grunty engine displays characteristics that fall part-way between its British and Japanese four-stroke contemporaries. First versions came with a useful 4ls front brake; the revised model from 1972 gained electric start and an extra carb but lost power. Also badged as a Motobi, the Tornado is interesting rather than exiting.

Prices

Low £3000 || high £5000

■ TRADINGPOST ■ BUYING GUIDE

Sei

748cc (56 x 50.6mm) ohc six || 520lb || 118mph || 1972-78

THE WORLD'S FIRST

production six-cylinder motorcycle shares many similarities with Honda's 500/4 but the overall package is considerably more accomplished than one-and-a-half-Hondas. It's not wildly rapid but the smooth power delivery suits the responsive handling. However, the three carbs need frequent attention and the six-into-six exhaust is vulnerable to corrosion. Owners often convert the odd duplex final drive chain to a standard modern chain. The later 900 version (1979 to 1985) incorporates a range of more practical mods including a more durable Silentium six-into-two exhaust; the bodywork on either model can be a challenge to remove.

Prices

low £7000 || high £12,000

BIMOTA

These limited-edition, super-quality Superbikes were specifically designed to get the best from their Japanese supersports engines and hence run rings around the original donor bikes. They incorporate innovative engineering (hub centre steering) and top-notch components (carbonfibre frames, lightweight wheels). Early models especially are essentially hand-built trackbikes; later editions rather more mass produced. Prices for all depend on provenance, history and condition.

BMW

Immediately after WW2 BMW re-started production with an updated prewar design incorporating a plunger

frame and tele forks, and this formed the basis of its range until 1955. Then came Earles forks and a new swinging arm frame, although the engines retained their trademark, simple, low oil pressure ball/roller bearing pushrod flat-twin layout. Equally simple 6v electrics (not a fuse in sight) and magneto ignition take care of the sparks department. Four-speed box and the fuss-free shaft drive started the 'ultimate tourer' legend. Major redesign for 1969 re-introduced tele forks and a bolt-on subframe. The new twin engines used a high oil pressure plain bearing one-piece crank incarnation, with the cam under the crank driven by a duplex chain. Alternator 12v electrics, coil ignition, and an electric starter as standard on all but the smallest model. The initially short frames gave way to a longer version to overcome handling foibles. Airhead twins lingered long after the four-cylinder K series was expected to replace them owing to astonishing customer loyalty. Excellent spares supply on most models from a range of specialists. Finding a truly original example is tricky and expensive, in part because many parts are interchangeable between the /5, /6, and /7 machines. Bikes can be extremely high mileage, or pampered, under-used toys. Cheap, smaller models from the 1980s have recently become popular as the basis for café custom specials.

R51/3

494cc (72 x 83mm) air-cooled flat twin || 24bhp || 420lb || 80mph || 1951-54

AFTER THE STOP-GAP R51/2 re-established BMW's twin-cylinder credentials in 1948, it was followed in 1951 by the /3 with its single gear-driven cam and crankshaft mounted generator. A workhorse 600cc R67 went through /2 and /3 evolutions, and was joined

by a sporting 35bhp R68 in 1952. R51s and R67s were often attached to sidecars. All this generation are rather more quirky and less refined than the R50s and 60s which follow them. Beware very high-priced examples offered by overseas sellers: inspection before purchase essential.

Prices

low £8500 || high £13,000

R50/60

494cc (68 x 68mm) air-cooled flat twin || 26bhp || 430lb || 85mph || 1955-69

HANDSOME, RUGGED AND

reliable, these multi-purpose shaft-drive middleweights evolved into /2, S and US models, the latter using tele forks instead of an Earles front end. Well-made and durable, they were costly to buy back then (and declining sales almost finished off BMW). 2ls front brake better than the norm for the time. Now affordable, easily sourced, relaxing to ride and enjoyable to own. Failing magneto coils cause bad starting when warm, and cast brake drums crack with age.

Prices

£7000 || high £10,000

R69/69S

594cc (72 x 83mm) air-cooled flat twin || 35bhp || 445lb || 110mph || 1955-69

A FAST SPORTS-TOURER for its time, the R69 was joined by the 42bhp R69S in 1960. US tele-forked version only built for one year from 1968. A luxury motorcycle that commands a price premium. Worth pursuing if you absolutely must own this model, but most riders will prefer a later /5 series Boxer, or if you really want an Earles fork bike then an R60S represents much better value.

Prices

low £10,000 || high £23,000

R50/R60/R75

498cc (67 x 70.6mm) air-cooled flat twin || 32bhp || 430lb || 85mph || 1969-73

AN IDEAL INTRODUCTION

to classic motorcycling, the /5 generation of BMW twins feel modern enough to be familiar (tele forks, 12v alternator electrics, indicators, CV carbs, electric start) but still retain the marque's unique charm (and a kick-start for many years). Four-speed gearbox soon replaced by a five-speeder. The 749cc 50bhp R75 was no faster than the R69S it replaced, but easier to live with on the long haul. Excellent new and used spares supplies, plenty of info available about sensible mods and upgrades. Truly usable classics.

Prices

low £2000 || high £5000

R90S

898cc (90 x 70.6mm) air-cooled flat twin || 67bhp || 475lb || 125mph || 1963-76

THE TOP OF the range /6 model, BM's landmark performance sports tourer grabs an entry all of its own. Refined, stylish and supremely capable, the S can still cruise comfortably all day. High-mileage examples may need clutch, gearbox and final drive overhaul. A very few touring R90/6 versions surface, with S-type styling grafted on, but do not command the price premium of the real thing.

Prices

low £5000 || high £15,000

R45/65

473cc (70 x 61.5mm) air-cooled flat twin || 35bhp || 400lb || 95mph || 1978-85

THE R45 WAS rare, slow and uninspiring when new and remains so today, which explains why they're a popular model to hack into a cheap street special. Beware the 26bhp German-market version which is equally charm-free and even less rapid. R65 started out with 45bhp but a similarly

ineffective single front disc; look for later models with twin Brembos and 50bhp. LS model is even semi-stylish. Gained Monolever rear suspension in 1985. R65 provides a competent compromise: decent performance, sensible prices, less mass than bigger Boxers.

Prices

low £1500 || high £3000

R80/100

797cc (84.8 x 70.6mm) air-cooled flat twin || 50bhp || 475lb || 105mph || 1977-95

WHO KNEW WHAT the R80/GS would spawn? The first G/S was supposed to replace the standard R80 (itself a development of the /7 version), but things worked out rather differently. BMW tried to discontinue the twins but public demand kept airheads in production into the Monolever incarnation. The engines softened, peak power fell to 60hp, finish deteriorated and handling improved. The disc brake that had been fashionably installed astern on the larger-capacity machines was replaced with a drum. The final developments were unfaired, restyled Paralever types that borrowed heavily from GS experience. RT versions for serious tourists only; RS fairing provides surprisingly levels of wind/weather protection. Common problems include rotten seat bases and tanks that rust around the fuel tap. Engines can snap crankshafts (uncommon), leak oil around pushrod tubes, or wear valve guides at higher mileages. Carbs sometime dump fuel all over your feet, the Paralever R100GS had a reputation for eating shaft joints, and the gearbox can be a weakness; specialist suppliers offer exchange services that can be a better option than trying a rebuild yourself. Earlier bikes generally cost more; Paris-Dakar GS replicas especially so (up to three times the price of the standard bike values below).

Prices

low £1500 || high £5000

K75

740cc (67 x 70mm) liquid-cooled inline triple || 75bhp || 450lb || 120mph || 1984-95

THE BEST OF the early K series bikes; smooth, quiet and quick. An excellent all-rounder if a little daunting for the home spannerman. C-model has small headlamp fairing: the later S-version with non-plunging front fork and frame-mounted top fairing is a much better bike. Optional ABS from 1990 on, likewise a lower seat. RT version came full dress with ABS as standard.

Prices

low £1500 || high £2500

K100

987cc (37 x 70mm) liquid-cooled inline four || 90bhp || 510lb || 125mph || 1982-92

LESS CHARACTERFUL AND enjoyable to own than the 750 triple, and generally more expensive. Naked version wasn't popular when new but attracts more attention now so commands a small price premium. Capable of clocking up massive mileage (quarter-million miles not known). Weak points after 60,000 miles are the clutch, camchain tensioner and gear drive from crank to clutch. Many demobbed police machines on the scene.

Prices

low £1000 || high £2500

K1

987cc (37 x 70mm) liquid-cooled inline four || 100bhp || 515lb || 150mph || 1987-92

A COLLECTOR'S ITEM if ever there was one but not a machine you want to maintain at home. One of the most effective fairings ever designed, matched with an improved 16-valve motor with Bosch fuel-injection, Paralever rear suspension and revised steering geometry. ABS optional. Functions perfectly as an eye-catching Sunday ride or as transport for the serious traveller. Examples that retain



LAVERDA 1200, 1980. Checked oil level and condition, cleaned the carbs, oiled the bores and valvegear, put a battery on turned the motor over to disperse oil around the system, rigged up a remote fuel tank then it fired up immediately and ran with no nasty noises. All gears select. Matching frame and engine numbers. SOLD for £4450

the garish original colour-schemes worth more than repainted ones.

Prices

low £3000 || high £6500

CAGIVA

Bucking the trend of the late 1970s when most European motorcycle manufacturers were in deep decline, Cagiva started building bikes in 1978 with a range of 125cc to 350cc two-strokes, inheriting the Aermacchi / Harley-Davidson factory. Majoring on motocross and off-road models, Cagiva then adopted Ducati four-stroke engines in 1983 and bought the whole Ducati business two years later. A cycle of expansion and buy-outs followed, during which time some interesting motorcycles briefly saw the light of day.

Elefant

748cc (74 x 61.5mm) desmo L-twin || 420lb || 100mph || 1987-96

THERE ARE SMALLER (350 and 650) Elefants, but only the two larger herd members (750 and 900) were officially imported to the UK. All use Ducati motors; the 900 gets trick suspension bits and a touch more torque while the 750 suffers somewhat from

a soft front end, weak brake and catalytic strangulation. A low-cost way to experience a mostly modern Italian, but remember the engine demands as much attention as it would in a Ducati chassis.

Prices

low £500 || high £1500

DUCATI

One of the most iconic Italian marques, Ducati was famous first for its high-performance overhead cam singles with desmodromic valve control, then the bevel-drive big twins, on to subsequent generations with belt-driven cams and arguably the most beautiful production motorcycle ever built. Much loved by journalists (who only ever ride the best examples in tip-top condition and don't have to pay the maintenance bill), most models are demanding yet rewarding to ride. They can also be challenging to own, but there's plenty of specialist support, a decent spares supply and a thriving owners' club. The majority are single-minded sportsters: look at Guzzis instead if you intend to go touring.

Mach 1

249cc (74 x 57.8mm) ohc single || 250lb || 105mph || 1965-69

THE FASTEST 250 road bike of its time, quicker even than Yamaha's top two-stroke, the Mach 1 was a development of the Diana/Daytona models, so it's also known as the Diana M3 Super Sport. Early narrow-case models are the most sought-after and tend to end up in collections. Beware hacked-around classic racers being touted under the Mach 1 banner.

Prices
low £7000 || high £10,000

Scrambler 250/350/450
340cc (76 x 75mm) ohc single ||
132kg || 85mph || 1962-76

THE RECENT REVIVAL of the V-twin-powered Scrambler model produced an instant surge in interest in the older, single-cylinder Ducati Scramblers. These started life in 1962 as 250 singles, running until 1968, then received new engines and were offered in both 350 and 450cc sizes. Excellent machines to ride, provided you can start them. Spares are not easy, although a couple of specialist dealers can help.

Prices
low £2000, || high £5500

750 Sport/SS
748cc (80 x 74.4mm) ohc
90-degree twin || 335lb ||
120mph || 1972-76

DUCATI'S ENTRY INTO the Superbike stakes produced a stunner, highly sought after in all its guises. Started as a naked café racer with spring valves. Desmo head arrived in 1973 to transform the Sport into the Super Sport with a 10bhp boost. Sleek and stylish with its half-fairing, the beautifully balanced roundcase 750SS brings racetrack performance to the street (long wheelbase steering characteristics require some acclimatisation, however). Prices shown are for the Sport; well-kept examples of the SS now cost as much as Vin twins

and live in museums. If you want a 1970s Ducati to ride, look at the later square-case models (1975 to 1981); the favoured model in that range is the 1978 900.

Prices
low £10,000 || high £35,000

Darmah
864cc (86 x 74.4mm) ohc
90-degree twin || 410lb ||
110mph || 1977-81

THE SQUARE-CASE 860 GT arrived in 1974 and combined a racing chassis with an updated, gloriously torquey soft-tune engine, let down by poor starting, feeble electronic ignition, flim-flam ancillaries and a single front disc. GT/GTS styling not to all tastes. Most folk prefer Tartarini's 900SD Darmah, which also benefits from the SS camshaft, Bosch, Lucas and Nippon Denso components. Electric start only from 1980. Rare SSD version comes with cockpit fairing; SS Darmah built in 80-81. All related models suffered from rapid rot and unsightly corrosion, so benefit from refurbishment and careful cleaning.

Prices
low £4000 || high £9000

Pantah
499cc (74 x 58mm) ohc
90-degree twin || 405lb ||
110mph || 1979-86

SWAPPING FROM BEVEL gears to belt-drive for the L-twin's overhead cam reduced production costs considerably, and established the pattern for subsequent generations of Ducati sportsters. The SL500 was followed by a 600 in 1981, and then the pick-of-the-bunch (but hard to find) SL650 in 1983. Original exhaust systems hard to find; an awkward second gear is an early sign of gearbox deterioration.

Prices
low £3500, || high £5500

Paso
748cc (88 x 61.5mm) ohc
90-degree twin || 465lb || 130mph
|| 1986-92

ALMOST BADGED AS a Cagiva, the 750 arrived first with the trad Dell'Orto replaced by a Weber carb giving slicker throttle response (but a slight hiccup at low revs). 750 joined by the six-speed, water-cooled 906 in 1989, both with 16in front wheels. Fuel injection and 17in wheels from 1991 with the 907ie. Swooping all-enclosed bodywork discourages those riders who prefer more conventional Ducatis, so they miss out on a well-finished, highly competent sporting twin. A real way to experience Ducati twin performance without paying the usual price premium.

Prices
low £1000 || high £4000

Monster
748cc (88 x 61.5mm) ohc
90-degree twin || 400lb || 115mph
|| 1993-2000

WHILE MOST ROADSTERS and retros are cut-price shadows of their Superbike siblings, the first-generation 750 and 900 air-cooled Monsters are every bit as good as their SS counterparts and far more user-friendly. Avoid the stunted 600; beef up your clutch arm; check for a full service history and signs of drop-damage from the spring-up sidestand.

Prices
low £1500 || high £3500

916
916cc (94 x 66mm) ohc
90-degree twin || 440lb || 160mph
|| 1994-98

Numerous offshoots and special editions have diluted the appeal and impact of the original somewhat, but the early eight-valve water-cooled world Superbike winner is still a genuine wonder of the motorcycling world. Established a style which is commonplace today (under-seat exhausts, single-sided swinging

arm). If you can't afford a 916 then the 748 offers all the style if not the total thrill. Either way, look for a scrupulously maintained machine with full service history. Avoid trackday hacks with 'improved' specification. Prices for standard BP model.

Prices
low £3000 || high £12,000

GILERA

Famous for its Grand Prix victories, which included world championships, with Geoff Duke at the helm, Gilera also manufactured a range of road bikes both before and after the firm was swallowed up by Piaggio in 1969. Lightweight four-strokes from the 1970s, including the 125 Speciale Strada and 150 Arcore, can normally be found at prices that aren't entirely terrifying, and some 175 ex-military machines also come on to the UK market.

SATURNO
498cc (84 x 90mm) ohv air-cooled single || 22bhp || 386lb ||
85mph || 1940-59

STARTING LIFE AS an outright racer in 1940, the long-stroke Saturno featured alloy engine cases, an iron head and barrel, hairpin valve springs, gear-driven primary drive, a four-speed gearbox, one of the most substantial sumps known to man, girder forks up front and Gilera's own horizontal spring system at the rear. The Turismo and Sport versions were updated in 1951 with a tele fork front end and full-width alloy drum brakes, and conventional twin shocks followed soon after. Racing versions are renowned for their light weight and nimble handling. Exotic and technically interesting, this is a connoisseur's machine best suited to an expert owner.

Prices
low £10,000 || high £18,000

LAVERDA

After building legions of workaday runabouts during the 1950s, Laverda moved into production of quality 200cc twins and 125cc singles. It entered the big-bike scene in the late 1960s with its OHC parallel twins, originally intended for the US market, which proved to be ferociously fast and hard as nails. The first triple was mooted in 1969 but the world had to wait until 1973 for this legend in the making. The dohc 500 twins of the late 1970s were resurrected 15 years later as 668 streetbikes. All Laverdas are uncompromising and challenging; some have become slightly more civilised with modern upgrades. Very few marque specialists but plenty of online expertise from other owners, and a dedicated club.

750 Twins

744cc (80 x 74mm) ohc air-cooled twin || 65bhp || 480lb || 115mph || 1970-77

ENGINE LAYOUT APART, the Laverda 750 twins have little in common with their British counterparts of the mid-1970s, the Italians being higher revving, harder, harsher and generally faster. Only 549 SFC proddie racers were built between 1971 and 76, so they're rare and expensive as well as being far from pleasant to ride on the road. The GT tourer is often overlooked; smooth, torquey and less stressed than the SF, but still unmistakeably Italian. Drum-brake SFs look and feel more classic: there's a middle-era model with wire wheels and a single disc; final twin disc/alloy wheel machines more affordable. All benefit from modern electronic ignition systems.

Prices

low £3500 || high £9000

Triples

981cc (75 x 74mm) dohc air-cooled triple || 80bhp || 470lb || 130mph || 1973-85

BRUTAL AND BRILLIANT, Laverda's legendary triple began life as the 3C and was then tuned and tweaked into the Jota by Slater Bros for the British sportbike market, creating one of motorcycling's enduring icons. Offshoots include SFC proddie racer, fully clad RGS tourer and the 1200 Mirage. All are fast and unforgiving. From 1982, a 120° crankshaft altered the engine firing order to smooth its output. Clutch action improved (but is still heavy for humans); gearchange shifted sides over the years. Very rare to find a decent Jota for under £10k now but good 3C/Ls and Jaramas still sell for around £6k.

Prices

low £6000 || high £15,000

500 Twins

497cc (72 x 61mm) dohc air-cooled twin || 44bhp || 105mph || 385lb || 1977-1983

THE SIX-SPEED EIGHT-VALVE triple-disc braked Alpino started life with so much performance potential in hand that its descendants were still competitive two decades later. Given a loud pipe, a solo seat and a bikini fairing for the UK market, the sporty Montjuic was and is still a single-purpose hard-revving rascal. The Alpino is by far the nicest 500 to live with, but is hard to find. Formula 500s are for racers only. Avoid the neutered 350s made for the Italian home market (or buy one cheap and convert it back to 500 spec).

Prices

low £4000 || high £12,000

Zanè Twins

668cc (x mm) dohc oil-cooled parallel twin || 70bhp || 120mph || 440lb || 1996-97

BUILT JUST DOWN the road from Breganze at Zanè, the 668 and then 750 twins were based



SOLD AS SEEN

JAWA 350, 1974. Very original, in running condition last year. I don't know much about the history or cannot confirm if the mileage is genuine. Bought at an autojumble last year with the intention of restoring it. SOLD for £690

around an old development of the 500 engine, dusted off and updated. While the water-cooled 750s were certainly more powerful and sporting, the 668 oil-cooled streetbikes are more characterful. The combination of light weight, low mass and superb balance make the Ghost Strike our favourite. Few of any models sold hence rare today, and spares and expertise are limited. Top-quality components throughout make current prices seem like a snip, however.

Prices

low £1500 || high £3500

MOTO GUZZI

Moto Guzzi has been building motorcycles since 1921, from 50cc flyweights to the current range of 1200cc V-twins. It's created innovative world-class racers alongside basic boot-camp bikes for the military. Like many European motorcycles, Guzzis can be an acquired taste. Some riders never develop an appreciation of them; others persevere through the learning curve and develop a life-long passion for the marque. Guzzis tend to be more agile than BMWs, but less extreme than Ducati and Laverda sportsters. Most folk immediately associate the marque with V-twins, but their characterful singles and lively lightweights shouldn't be discounted. Expertise and

spares supply is generally excellent for the postwar popular models, and there's a massively active owners' club offering technical support and social solidarity. Newcomers to the marque may be tempted to try a modern retro first – these retain much of the marque's intrinsic charm but don't hold their value like older bikes.

Falcone

498cc (88 x 82mm) air-cooled single || 26bhp || 470lb || 80mph || 1950-76

FOR ITS FIRST half-century, Guzzi majored on the manufacture of flat singles, the most famous of which is the Falcone. Sports model arrived in 1950 with tele forks, a fully enclosed cylinder head and the firm's unusual take on swinging arm suspension at the back. In Turismo trim the Falcone was capable of covering massive distances in some style. This indefatigable nature encouraged the military to adopt its successor, the Nuovo Falcone from 1971. The latter is affordable and rideable; the original has become a collector's machine. The Nuovo Falcone differs considerably from its predecessor, incorporating a duplex loop frame, Grimeca brakes, electric start and a laid-back attitude to velocity. Quirky but charming, Nuovo Falcone values (below) are typically less than half of those for the original models.

Prices

low £2500 || high £6000

V7 Sport/750S

748cc air-cooled 90° V-twin ||
52bhp || 120mph 1965-75

GUZZI'S FIRST BIG twin, the initial 703cc shaft-drive roadster was impressive, simple to maintain, but somewhat sluggish. For 1971 it was overhauled by Lino Tonti to create the iconic V7 Sport with a capacity boost, five-speed gearbox and big drum brakes. Later 750S models are more practical but less treasured; 750S3 from 1975 has triple Brembo discs. Never as fast nor as quick-steering as the Ducati opposition, nevertheless the Guzzi sportsters were bikes you'd choose for a long day in the saddle. Essential 703cc engine internals now almost unobtainable, so early motors are being rebuilt at 757cc. If you're not fussed about owning this specific model, then there's more choice of Le Mans sportsters at lower prices.

Prices

low £9000 || high £15,000

850-T3/4/5/California

844cc (83 x 78mm) ohv 90°
V-twin. 55bhp || 490lb || 120mph
|| 1974-83

THE 850-T DEMONSTRATES the versatility of Guzzi's venerable V-twin engine, transferred from the sporting 750s to create a superb range of rewarding roadsters and comfortable tourers with masses of torque and a tremendous charm. The T3 from 1975 gained triple discs; then came 16in wheels and Nikasil cylinder linings in the 1980s. Capacity rose to 948 and then 1064cc in the early 1990s. Guzzi's ponderous transmission and linked brake system don't suit everyone; finish was never brilliant; switchgear and electrics are weak; seat bases likely to rot on early Ts; fragile plastics shear and snap... so patience is a virtue during home servicing. However, a good California, carefully maintained, can last a riding lifetime.

Prices

low £3000 || high £6500

Le Mans

844cc (83 x 78mm) ohv 90°
V-twin. 70bhp || 440lb || 130mph
|| 1976-93

VISUALLY STUNNING, THE Le Mans is almost as impressive to ride as it is to behold, offering a near-exemplary mix of power and poise. Less highly strung than a Laverda, better over long distances than a Ducati, more brutal than a BMW. Over successive incarnations it developed from being an outright sports Superbike into more of a sports-tourer, via the 1978 Mk2 with new angular fairing and Nikasil bores; 1981 brought the heavily revised Mk3 with square cylinder heads, smoother carburetion, new exhaust, uprated suspension and styling; then grew to 978cc as the Le Mans 1000 from 1984 to 1993, initially with 16in front wheels. Final versions feel and are significantly more chunky than the earlier, lean 'n' lively models. Shaft seals wear; suspension suffers and starters give up the struggle. Exhausts rot and original finish flaked off frames. Very first 'round' tail-light examples sell for three times the price of a Mk3.

Prices

low £3500 || high £12,000

V35/V50/V65

490cc (74 x 57mm) ohv 90°
V-twin || 45bhp || 340lb ||
105mph || 1977-90

THE LIGHTWEIGHT GUZZI range succeed in condensing the marque's characterful aspects into a tidy, compact package. Well engineered, sprightly and with superb handling, they're still not quite as quick on their tyres as a Morini 350 but are far less harsh than a Laverda 500. Shaft drive and a comfortable ride endears them to many longer-distance riders, even if the extra mass does slow the 350 somewhat. Finish and electrics typically flaky; Nikasil coated bores appreciate regular oil changes, especially on the more sporty Monza models with rev-happy riders.

Developed into the V65 series, then the four-valve head Lario. 650s especially are truly pleasant mid-size roadsters with decent grunt and great handling. Affordable and fun; a great introduction to the marque's classic motorcycles without spending ££ on a famous name.

Prices

low £750 || high £4000

Centauro

992cc (90 x 78mm) 8V ohc twin
|| 95bhp || 224kg || 1996-2001

HALF-MAN, HALF-HORSE, THE Centauro is here entirely because it's one of the editor's favourite bikes. eight-valve 'ohc' version of the Guzzi 90° Vee, links through the shaft drive to the back end and delivers its power with great gusto and little subtlety. Handling is unique to this generation of Guzzis (much the same running gear as the sporty RS and 1100 Sport), braking is excellent and the styling is plainly its best feature.

Prices

low £2500 || high £3500

MOTO MORINI

Don't be misled by their relatively small capacity: Morini Vees are among the most satisfying and enjoyable classic bikes to own. They're the perfect introduction to Italian motorcycles if you're transferring from Japanese bikes, and are equally suitable to Britbike riders seeking something smaller/lighter equipped with an electric foot. Not so great for six-footers, however, (look at the physically bigger Guzzi range instead). Small-capacity singles scored competition success in the 1960s but the 350 V-twins of the 1970s and 80s justifiably attract most attention in the classic world. There's an excellent dedicated marque specialist

with decades of experience, and a thriving, active riders' club. Avoid horror story 'for restoration' projects being offered ridiculously cheap on the continent unless you're familiar with the marque and with import paperwork.

Sport || Strada

344cc (62 x 57mm) ohv V-twin.
39bhp || 320lb || 100mph ||
1974-83

UNIQUE 72-DEGREE HERON-HEAD

V-twins with a splendid chassis and limitless charm. Surprisingly rapid for their capacity, both Sport and more relaxed Strada can be ridden to their absolute limit without the need for brute force (unlike many bigger Italians). Weak electrics, paintwork and chrome are all fixable these days. Light and physically compact (which can translate as 'cramped' for taller riders). Prices similar for both models; three grand secures a reasonable later edition with electric start, disc brakes and cast wheels. Drum-braked wire wheel models fetch big money. The 478cc versions (Maestro and Sport) from 1978 are little better than the 350s, their horsepower gain offset by a similar increase in mass. Less revvy than the 350s, the 500s are less popular so values are somewhat lower.

Prices

low £2000 || high £7000

Dart

344cc (62 x 57mm) ohv V-twin.
34bhp || 320lb || 100mph ||
1988-91

A FULLY FAIRED sportster formed from the fusion of the Morini motor with the Cagiva Freccia frame. Electric start, 16in front wheel, poor electrics, plastic panels very hard to replace. Surprisingly pleasant to ride, not really rapid but superb handling. Rare 400 version available in some markets.

Prices

low £2800 || high £4500

Kanguro || Camel

344cc (62 x 57mm) ohv V-twin.
35bhp || 340lb || 90mph || 1981-
89

CRACKING TRAIL BIKES

available as 350s and 500s with electric hoof and decent road manners. Variety of twin shock and then monoshock incarnations. X models prone to cracking frames at footrest mounts. Too heavy for serious off-road competition but fun for green lane frolics.

Prices

low £750 || high £2500

MV AGUSTA

The winner of more than 60 world championships, the MV marque is so liberally doused with stardust that it can be tricky to find the roadgoing motorecycles behind all the competition glitter. No classic-era MVs are cheap. The name alone doubles the price of what might otherwise be considered a fairly average 1970s 750-four. Nor are the roadbikes necessarily better performers than their Italian counterparts; a Ducati SS is probably quicker and more agile than an MV 750S. Almost every other example offered for sale is either an Agostini 'replica' or has been signed by him at some stage in its lifetime. Considerable care is required before buying a 750S or America: check provenance and paperwork carefully before parting with £40,000-plus.

350 Twins

ohv twin || 28bhp || 90mph || 1971-76

DEVELOPED FROM MV'S

250, the firm's first production 350 roadster used a pushrod parallel twin engine with Dell'Orto carbs and a five-speed gearbox, housed in a superbly designed and crafted frame and hidden behind a red racing fairing. Both GT and Sports

versions gained 12v electrics and electronic ignition in 1972, then were replaced by the square-case Ipotesi for 1975 with a power boost to 34bhp. The motor had to be pushed hard to extract its performance and buzzed badly at high revs, so few riders bothered with much beyond 70mph. Now one of the few affordable MVs left available, but you'd probably be better off buying two Morinis for the same money.

Prices

low £3000 || high £7000

MZ

Former East German manufacturer with impeccable competition credentials, MZ sold a small range of two-stroke machines in the capitalist West. Although they were always sold on their bargain prices, in fact the engineering and material quality was way higher than most other bikes from Europe. After decades in the unfashionable doldrums, the often unconventionally styled MZs are now finding favour with classic enthusiasts, attracted by their low(ish) current process, high quality and easily available spares. All MZ strokers – and the later Rotax-powered 500s – were intended to be sole transport, all-weather machines, capable of high mileage with low maintenance. As well as enclosed chains, you get enclosed drum brake mechanisms, alloy rims and even alloy frames in some cases.

TS/ETZ125/150

123cc two-stroke single || NU3 || 11bhp || 240lb || 80mpg || 60mph

LIGHTWEIGHT AND UNUSUAL styling put many off what is actually a robust and almost indestructible machine. Keep putting oil in it and it will keep going. The 150cc version



TRIUMPH TRIDENT 900 (885cc), 1992. A classic in the making, one of the original grey engine models with the quite sporty riding position (higher pegs). K&N air filter, Metzeler Roadtec Z6 tyres. The engine is a joy. Exhaust headers: rust removed and sprayed black with heat-resistant paint. New exhaust studs, gaskets, all accessible engine bolts replaced with new stainless steel. Thruxton exhaust. SOLD for £1240

looks and goes and costs much the same. TS became ETZ in 1986 and is the one to go for. It collected the 'Luxus' tag in 1992, put on different bodywork to be offered as the Roadster in '93, and grew alloy wheels, a black engine and a headlamp cowl as the Sportstar (which was the model built, in Turkey, of all places).

Prices

low £250 || high £750

TS || ETZ250 || 251
243cc two-stroke single. 20hp,
300lb, 65mpg, 85mph

STARTED LIFE AS the Trophy and developed into ETZ model via TS250 and Supa 5 versions. Luxus models have a front disc and all the MZ virtues of solid construction, sound design and long life. They even have a form of autolube which does away with the MZ pre-mixing ritual. Late 70s/early 80s bikes went through some severe main-bearing hassles, but should be sound enough now. Early models can wear points quickly, so it's worth fitting aftermarket electronic ignition systems.

Became the Saxon Tour Saxon Fun in 1993 with new bodywork seats and tanks. The one to have is the ISDT replica. If you find one of these you've found an excellent machine indeed. Briefly revitalised (MZ suffered from reunification) as MuZ, offering developed versions of the strokers as well as a small range powered by Rotax 500

four-stroke singles. The Yamaha powered versions are rare and unattractive.

Prices

low £350 || High £1500

ETZ300 || 301 Luxus

291cc two-stroke single. 130kg, 23bhp, 60mpg, 75mph

MUCH THE SAME story as the 250/251 examples. This Luxus arrived in 1987 as a 300, grew to 301 in '92, gained electronic ignition and switched to being made in Turkey in '95. The Saxon Tour and Fun versions came along in '93 with suitable fairings and accessories.

Prices

low £450 || high £1500

500R || Silverstar

494cc four-valve OHC single.
35bhp, 145kg, 55mpg, 85mph

STARTED OUT IN 1992 as a basic roadster with air-cooled Rotax four-stroke engine. Became a Silverstar in '94 with almost (for an MZ) attractive tools. Country version is supposed to be an off-roader and puts out slightly more power, Tour variety got a dinky fairing and bigger seat. All have basic MZ benefits for four-stroke fans — cheap, reliable and slow.

Prices

low £550, High £1750

Skorpion

659cc 5-valve lc dohc single. || 47bhp || 170kg || 43mpg || 100mph

MUZ ENTERED THE '90s (five years late) with a range of Yam XTZ powered bikes. The Tour is actually the roadster, while the Traveller does the lugging bit with fitted panniers and full fairing, and the Sport, erm, sports a half fairing.

Prices

low £650 || high £1200

NSU

After flourishing in the inter-war years, NSU emerged from WW2 by building thousands of cycles, mopeds and lightweights before creating some truly innovative and influential machines in the 1950s. Its competition success and inventive engineering undoubtedly inspired Honda in subsequent decades. The marque gives the classic enthusiast the choice between bread-and-butter bikes such as the Quickly, and more exotic models of great engineering interest. Check spares and specialist services carefully before committing to a particular model.

Max || Supermax

247cc (69 x 66mm) air-cooled ohc single || 17bhp || 345lb || 72mph || 1952-63

GROUND-BREAKING IN SO

many ways, this sprightly 250 single combined a pressed-steel monocoque frame with a leading-link front fork and a pioneering rear suspension system that tucked its single, centrally mounted rear shock absorber out of sight. Inside the engine was just as unusual, for NSU employed its 'Ultramax' method of driving the single overhead cam. the result was a rapid, reliable, well-engineered machine, endowed with excellent steering. Various offshoots and developments included the Standard and Special, the racing

Sportmax, then the Supermax from 1956 and the US-market Scrambler as well as some 297cc, 21bhp versions. All this makes the Max one of the top-quality European machines of its era and fairly collectible today, but not necessarily easy to restore or rebuild with few UK specialists or support.

Prices

low £3000 || high £7000

TRIUMPH

If you're seeking the earlier Triumph bikes built by the men of Meriden then go look in the 'classic British' guide. Here we highlight a few of the Hinckley machines from the John Bloor era, which started production with the T300 series in 1990. The modular liquid-cooled dohc engine proved to be remarkably robust in long-term use, a little dated by comparison with the Japanese competition but blessed with that rare attribute in modern motorcycles; a distinctive character all of its own. As they age, so some models some have developed a definite cult following. Mechanical issues are rare (sprag clutches being one well-known weakness). From 1993 many processes moved in-house and quality improved. The T500 range arrived in 1997 and falls outside our scope. For now...

Super III

885cc (76 x 65mm) liquid-cooled dohc triple || 115bhp || 460lb || 140mph || 1993-94

AN OFFSHOOT OF the 900 Daytona with all the gruff grunt of the triple sportster and a 20bhp power boost. Fully faired and certainly collectible with uprated six-piston brakes, carbonfibre accessories and tweaked suspension. Few still survive so values rising.

Prices

low £1800 || high £3000

Speed Triple

885cc (76 x 65mm) liquid-cooled dohc triple || 98bhp || 460lb || 135mph || 1994-96

THE SPIRITUAL SUCCESSOR

to Laverda's Jota, the original Speed Triple is perhaps the ultimate modern factory café racer. Five-speed gearbox detracts somewhat from the fun (can be converted to six gears), and many owners fit higher bars to give a more relaxed ride. Aggressive, sleek and (reasonably) agile: the first classic from the Hinckley factory. The 750 version, built for just one year, doesn't quite command the same respect.

Prices

low £1500 || high £3000

Daytona 1000

998cc (76 x 55mm) liquid-cooled inline four || 120bhp || 515lb || 130mph || 1991-92

THIS SIX-SPEED SHORT-STROKE four feels like a throwback to an earlier era. It demonstrated that the new Triumph engine could certainly snarl, but didn't have the handling to match the Oriental sporting opposition. The 900 Daytona triple was sweeter and easier to live with; the 1200 Trophy was a better tourer. In the way of these things the memory of the 1000 has mellowed with age and the few that remain are becoming sought after.

Prices

low £1000 || high £2800

E&OE

There will be errors and there are certainly omissions. Correcting them is likely to be too big a task for all we CBG simpletons, so your assistance will always be appreciated. If you want us to add/remove/improve an entry, drop a note to

Daytona 1200

1180cc (76 x 65mm) liquid-cooled inline four || 147bhp || 495lb || 145mph || 1993

A BIT OF

a beast by any standard, the short-lived 1200 Daytona was the fastest, most powerful and most expensive bike built by Triumph in the firm's early years. Few sold new so very rare now, but still capable of a massive turn of speed, with power and torque delivered at more accessible revs than most Japanese counterparts. For muscle-bike enthusiasts only.

Prices

low £1200 || high £2800

Thunderbird 900

885cc (76 x 65mm) liquid-cooled dohc triple || 68bhp || 460lb || 100mph || 1995-2004

REVIVED TRIUMPH'S FIRST

attempt at a 'classic' styled machine was in fact more of a cruiser until the Thunderbird Sport came along in 1997, complete with 6-speeds, twin front discs and faux X-75 Hurricane styling. Detuned (the 68bhp can be elevated easily to the 82 of the Sport) and gentle, the gentle triple is extremely easy and relaxed to ride – a good cruiser, although the decision to blank off 6th gear remains a strange one. Also available as the Adventurer and legend TT, these machines offer a lot of classic riding for little money.

Prices

low £2000 || high £4000

wemoto.com

serious about motorcycle parts

Thousands of
parts sent
directly from
STOCK



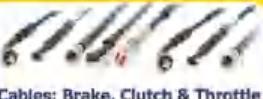
Mirrors



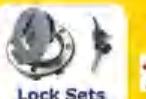
Lighting



Levers



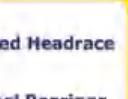
Cables: Brake, Clutch & Throttle



Lock Sets



Tapered Headrace



Wheel Bearings



Chain & Sprocket Kits



Linkage Kits



Bearings



Clutch Kits



Pistons



Brake Parts



Gaskets: Full, Top & Exhaust



Pads, Discs

Top Brands, Huge Stock, Fast Delivery.....

WWW.wemoto.com

Phone: 01273 597072

Top Brands, Huge Stock, Fast Delivery.....

We ship anywhere in the world

Visit our brand new website www.tracytools.com

PRODUCTS

- Taps and Dies
- Special Sizes
- Diestocks
- Boxed Sets
- Tap Wrenches
- Endmills
- Clearance Bargains
- Slot Drills
- Tailstock Die Holder
- Drills HSS
- Centre Drills
- Reamers
- Drill sets (HSS)
- Drills
- Thread Chasers

• All British Cycle Threads Available

Acme
Taps



Taper Shank
Drills HSS



Reamer

Taps &
Dies



Tracy Tools Ltd

Tap & Die Specialist, Engineer Tool Supplies

Tel: 01803 328 603 Fax: 01803 328 157

Unit 1, Parkfield Ind Est, Barton Hill Way, Torquay, Devon TQ2 8JG

Email: info@tracytools.com

www.tracytools.com

NEXT
DAY
DELIVERY
on most
items



www.bikersparadise.co.uk

024 7646 6296

7 Portway Close, Tile Hill
Coventry, CV4 9UY

VISA
MasterCard
American Express
Eurocard
Switch

Rida Denim Kevlar Jeans £89.90

Rida-Tec Retro MATT BLACK Leather Jacket From £195 Sizes: 36-54

Elite Patrol Leather Jacket From £219 Sizes: 0-24 / 36-54

Pony Express Leather Panniers £119 approx capacity 25 litres

OPEN 7 DAYS A WEEK Sundays 10am-4pm

Rida-Tec Leather Touring Jacket From £369 Sizes: 36-54

Available in Limited Edition MATT BLACK Cowhide £589 Matt Black Jeans to match

Limited Time Offer Buy any two pairs of Rida Denim Kevlar jeans and SAVE £30!

FULLY ADJUSTABLE Viscotec CE memory armour available (£29.50 for set)

Rida-Tec Matt Black Leather Jeans From £549 Sizes: 28-46

FULLY ADJUSTABLE Viscotec CE memory armour available (£29.50 for set)

Viking Warrior Leather Boots £124.90 Sizes: 3-13

Viking Warrior Leather Ankle Boots £95

Western Leather Jeans from £119 Sizes: 28-46

Rebel Leather Boots £89

Classic Harness Leather Boots £120 Sizes: 3-12

5* Rated by our Customers

FREE DELIVERY on orders over £50 (UK mainland*) *spend £120 or more for free delivery to Scottish Highlands

5* Rated by our Customers

Complete with FULLY ADJUSTABLE Viscotec CE memory armour in shoulders & elbows

Available in Limited Edition MATT BLACK Cowhide £589 Matt Black Jeans to match

Cruiser Matt Black Leather Gloves £32.50 Sizes: XXS-XXL

Check out the website for our full range

All top quality motorcycle clothing for men and women at realistic prices.

Repairs & Alterations by Experts

Patches / Badges sewn on

WHILE YOU WAIT Even at Weekends!

Plain Jeans Shortened



Kawasaki W1-W3 Series

Borrowed from BSA, acquired by Kawasaki, here's a Japanese pushrod twin

WORDS BY STEVE COOPER, IMAGES BY STEVE COOPER, GARY CHAPMAN, ARCHIVE

TAKE THE TANK badges off it, remove the name on the engine cases and the chances are that's many would spot a BSA at 20 paces. Similar lines, that classic British, pre-unit separate engine and gearbox, that characteristic timing case... it all screams West Midlands. However, break out those imperial sockets and spanners and it's all going to get very messy. Everything other than the wheel rims is metric in its dimensions and although it might look like it came out of Armoury Road the reality is totally different; it's as Japanese as sake and tofu. If it looks like an A10 and sounds like an A10, the chances are it really ... might be a Kawasaki W1!

Kawasaki's engineers were all from an aeronautical background, and their early motorcycles had an innate high level of build quality to them. With an eye to expansion and the future, Kawasaki and its backers swiftly acquired rival manufacturers Meguro, for whom it'd previously made engines and with whom it'd possibly worked on the latter's big twins.

With the acquisition came a curious pushrod 500cc parallel twin. The story goes that Meguro had purchased or leased the rights to the A7 from BSA, which saw a chance to make some extra money from its ageing and sometimes ill-favoured smaller twin. To date no

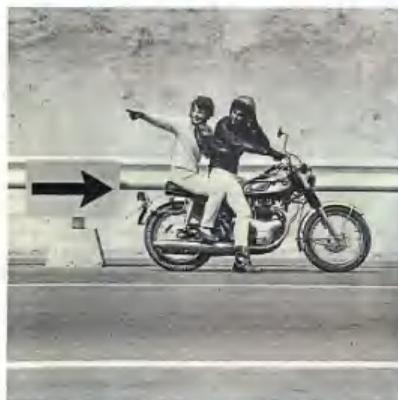


one seems to have bothered to verify the story and the background surrounding it, but Kawasaki saw an opportunity screaming to be exploited and went for it, adding a further 150ccs to the original Meguro design.

Doubtless more than one Japanese bike magazine has traced the various differences and changes between the BSA, Meguro and Kawasaki versions of this engine, but as few are ever likely to ever see the internals of the Meguro we'll have to go with a first-to-last comparison. The most obvious difference is the bottom end and its oil feed. Unlike the BSA with its split big ends, shell bearings and relatively high-pressure oil feed, the redesigned W1 runs a pressed-up three piece crank with needle roller on the big ends and massive roller bearings on the mainshaft.

They had obviously spotted the supposedly wear-prone plain bush on the right hand end of the BSA crank so characteristic of Armoury Road, and Kawasaki's aero-engine background had them using a totally different system. With the use of rollers and needles instead of a bush and shell bearings, there's substantially less demand for high oil pressure and the associated propensity for oil leaks. On the W1, a twin-chambered gear pump supplies oil to the right-hand outer engine cover via a generously wide gasket face and seal. From here the oil enters the centre of the crankshaft via a simple but ingenious mechanism. Utilising what

*50HP *115MPH *13.8 1/4 MILE*



KAWASAKI 650 W1 SPECIFICATIONS

ENGINE :	
Type	4 stroke, vertical twin, OHV
Displacement	650 cc-in (104cc)
Bore x Stroke	72.1 x 52.86 mm (2.84 x 2.08 in)
Compression ratio	9.0:1
Max. RPM	8,000 rpm
Max. torque	48.3 ft-lb (5.1 kg-m) @ 5,000 rpm
Ignition system	Battery & coil
Start system	Electric
Lubrication	Dry sump
Fuel	Gasoline
PERFORMANCE :	
Max. Speed	115 mph (180-kph)
0-60 mph	4.8 sec
Clutching ability	33%
TRANSMISSION :	
Type	4 speed, foot shift, remote change
Catch	Magnetic, wet plate
Primary reduction ratio	2.120
Gear ratio low	1.760
2nd	1.210
3rd	1.000
Top	0.886
Total reduction ratio	2.116
Overall drive ratio	4.375
FRAME :	
Type	Trailing, step down
Suspension, front	Telescopic fork
Suspension, rear	Swing arm
Tire size, front	2.25-18
rear	3.00-18
DIMENSIONS :	
Overall length	48.7 in (2,135 mm)
Overall width	34.6 in (880 mm)
Overall height	41.7 in (1,060 mm)
Wheelbase	46.7 in (1,180 mm)
Seat height	32.1 in (815 mm)
Gear clearance	5.5 in (140 mm)
Weight	358 lbs (162 kg)

© Specifications subject to change without notice.

 **KAWASAKI**
AIRCRAFT CO., LTD. TOKYO, JAPAN

Printed in Japan © 1981 KAWASAKI

■ **Top left:** Like a BSA ... but not. All the architecture is much the same, but the top-end oil feed and much of the detailing is different. The timing cover's apparent distortion from the symmetry of the original is because of a revised oil pump drive

■ **Left:** The oil pump – a duplex gear device as the BSA original – lives at the bottom left of the time chest, and is removed here so you can see its feeds. Unlike the BSA pump, which is driven by a skew gear from the crank, the Kawasaki unit is driven by a gearwheel

■ **Above right:** The oil pump pumps oil to the timing cover, then through this boss and the crank's end gear into the crankshaft, thence to the big ends

■ **Right:** There is nothing fragile in any sense about the crank of the W1...

■ **Below:** Whichever you look at it, this surely does look like a BSA



KAWASAKI 650

MODEL W1

- *DESIGNED FOR FREEWAY SPEEDS
- *SAFEST BIG MOTORCYCLE SOLD
- *SPORTY LOOKING, EASY TO RIDE



THE BIGGEST, FASTEST, MOST POWERFUL JAPANESE MOTORCYCLE

Here's the magnificent motorcycle you've been waiting for. It's the biggest, fastest, most powerful motorcycle made in Japan. Let it's the safest, easiest to control big machine on the market. Perfect for 350cc riders ready for a real motorcycle.

Unsurpassed acceleration: an amazing 1/4-second standing start quarter mile. A full 50 horsepower from the vertical twin OHV 4-stroke engine; 115 mph top speed. Plenty of horses left at

highway cruising speeds of 80 mph. Needle bearings in cam rod big ends. Engineered with Kawasaki's superb standards of craftsmanship — the highest in the industry. And what a beautiful piece of machinery it is! Chrome front fork, rear fender, mudflaps, tank, chaincover; stainless steel front fender; metallic paint; buffed engine and hubs.

1



2



3



4

Faults and foibles

In terms of overall reliability, the Meguro/Kawasaki take on the big parallel twin is essentially more robust than the bike that inspired it. Apologies if that offends the fans of Armoury Road, but this is the reality. Designed and built by a factory whose prime aim was to make a reliable product, far fewer compromises were dialled into the motor from the outset. Where the BSA out-trumps the Kawasaki is in parts availability; the former was made in substantially larger numbers and had a much wider dealer network. Even if residual stock for pre-unit Beezers is drying up, it's still more common than components for a Kawasaki W1/2/3, and no one seems too keen on making pattern parts either. With little available only a fool or an optimist would take on a project example, especially when you consider the fact that the bottom end runs on roller bearings – not shells à la BSA.

What repair parts there are seem to be located either in the USA, Australia or Japan. All these sources will incur expensive shipping fees and import costs, and the latter country now seems very keen on restoring its very own pushrod parallel twins.

On the assumption that you might just find a salvageable example, at least it's possible to sort out the exhaust system. Perhaps against all

odds, the centre-to-centre dimensions of the downpipes didn't change from BSA to Kawasaki, so a set of BSA A7 tubes will fit any of the road-orientated 650s, even if the radii and curves aren't exactly perfect. For silencers, replica early Beemer twins offer a reasonable facsimile but may need tweaks to their rear mounts. For the street scrambler versions sadly you're on your own.

As a final beacon of hope to any W1/2/3 owner, it's always worth scouring the like of eBay for non-W based parts. Indicators, tank badges, grips and quite a few other parts unrelated to the engine/gearbox were used on other contemporary Kawasaki models.

One really neat trick that can cost big bucks is the tacho cable, its drive and the camshaft. If water enters the cable at any point it inevitably reaches the worm drive gear, causing serious corrosion if left to its own devices. This means that if the tacho is ever to work again a new camshaft will be needed; not an easy or cheap thing to find. Floppy kick-starter shafts indicate a broken return spring, and leaking fuel taps are often caused by internal corrosion of the fuel tank. Engine wear seems to be generally confined to poor servicing via low oil levels, incorrect chain tensions and tight valve clearances.

amounts to a small-diameter, thick, piston ring to act as a seal, the oil is forced into the crankshaft. With a shrunk-in steel seat in the outer engine case and that decent seal with the main journal's outer face, a more than ample supply is swiftly and reliably effected. By careful and considered analysis of the original BSA design the engineers had addressed the Achilles heel of that original.

Elsewhere the bike was a curious mix of existing and alternative thinking. The top end is overtly BSA in design and feel to the point where pushrod holding tool or 'comb' from the West Midlands bike does a perfect job on the Akashi produced twin. Amal-esque carburetors were fitted to all but the later models, and they even came with the traditional finger stinker tickling device. The petrol tank is pure 1950s BSA, even if the side panels are a little less ostentatious and restrained. Up on the top yoke, the earliest examples ran a speedo/tacho unit unlike anything ever offered by Smiths Industries.

A signature feature inherited from Birmingham was the separate engine and gearbox unit and the need to adjust the secondary chain as and when the primary was re-tensioned. However, on the inside of the transmission unit a typically attentive Japanese revision of the gearbox had been carried out. Rather than rely on the quirky and potentially wear-prone camplate selector mechanism, the Japanese engineers had chosen to run with an internal, rotating, selector drum and forks, utilising a system that would soon become universal. The W1 was arguably only a skin-deep BSA copy.



5



■ 1. An early ad for an early model

■ 2. W650s were available with both single and twin carbs; this singular Mikuni even has a Brit-type tickler

■ 3. A curious mix of Japanese and British design cues. The indicators are neat, and like other bar-end designs shine to the front and rear at once – as, unusually, does the rear indicator

■ 4. The top end is close ... so close ... to the BSA twin, but just about every detail is different. The exhaust pipes are interchangeable between marques, for example, although BSA never anchored its to the exhaust port like this

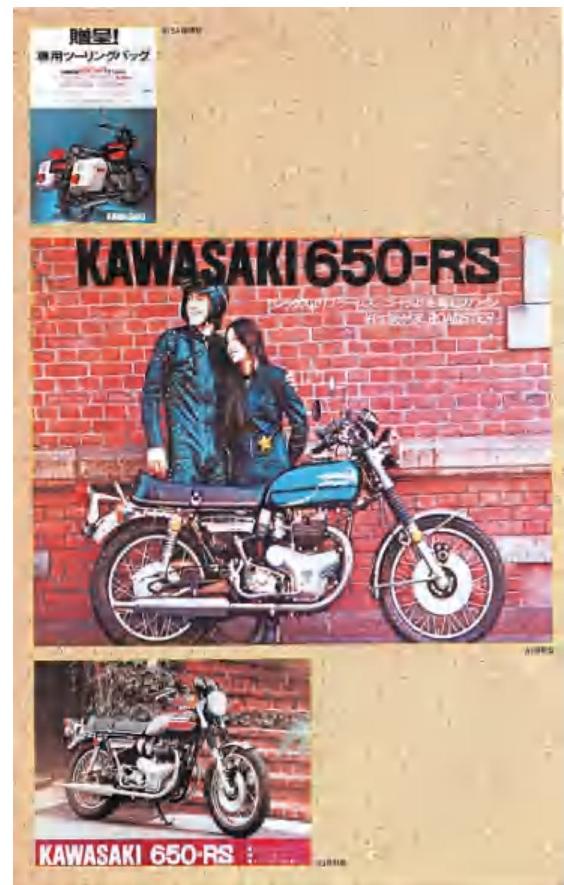
■ 5. An apparently artistic interpretation of the big Kawa at rest

■ 6. Non-unit gearbox with four speeds, a kick-start and the gearchange on the right

Meguro's twins went back as far as 1955 in 650 format, but the 500 that relied on BSA knowhow was first seen around 1960 at the Tokyo Motor Show, churning out a quoted 39bhp.

Then, with the 1964 Tokyo Olympics about to take place and be beamed around the world, there was a chance to showcase the company's and country's wares. The organisers wanted – among many things – to have a home-produced motorcycle that could be used for escort duty. Honda's 750/4 was still being conceived and the only other viable home produced alternative was the Rikuo; a Harley-Davidson clone made to a pre-war design. Those who pulled the strings went for the Meguro/Kawasaki parallel twin.

By late 1965, the factory was well on the road to making a buffer stock of 500s, but the holy grail was always going to be the Brit-emulating 650. The resultant bike did well, generally ran without issues, and this,



■ TRADINGPOST ■ MODEL HISTORY

1. The engine is in fact closely derived from a BSA original, albeit an obsolete original. When these were current, the familiar lines must have looked seriously strange to most motorcyclists. This '650' is in fact 624cc (74 x 72.6mm)

2. Speedo and tacho were mounted in a single pod, as was common in Japan at the time

3. No BSA ever had a brake like this one – certainly not until the late 1960s. Japanese generic 2ls, take a bow

4. There was also a street scrambler variant, popular in the USA at the time

5. By the end of the line, the styling had changed, as had much else, such as the switching of the foot controls and the addition of front disk braking



at least in part, convinced the management to look for export markets, the USA being the most obvious. Billed as a logical big brother to the already scintillating A series 250/350 Samurai and Avenger, the W1 unfortunately failed to steal the show. Wrongly perceived by potential buyers as a poor copy of the real thing, early examples were damned with faint praise and the bike's less than sparkling performance did little to win it legion admirers. Sold in both twin and single carburettor versions, the W1 and W2 never grabbed the sales the factory had hoped for.

Generally overlooked and ignored, the bike was quietly well received in Australia where its easy going nature, build quality and reliability were appreciated. Just like the even more rare Marusho Lilac flat twins, Australia remains a source of parts, donor bikes and projects.

It was probably inevitable that the W1 would chance its arm in the UK and on what amounted to hallowed soil. The Kawasaki importer, C Itoh, brought in less than a handful and both *Motorcycle News* and *Motorcycle Mechanics* were suitably impressed with the bike's ease of starting, general build quality and in particular its brakes. No matter the favourable impressions, C Itoh and Co decided against bringing in any more. Perhaps the simple fact that the W1 would forever live in the shade of BSA's more modern A65 was enough to convince the importer the bike would never sell in

justifiably large and cost-effective numbers.

Despite all this and the apparent lacklustre reception the W1 might appear to have received, the basic layout remained on the sales list up until 1975 – under various names and in assorted guises. The initial revisions were more an attempt to reinvent the original machine and boost its sales stateside. Sadly, running with monikers such as 'Commander' and '650SS' did little to boost sales. As an aside: if anyone thinks the latter was a cynical ploy to imply some affiliation to Norton's sublime sports twin, Kawasaki already had a habit of using the 'SS' suffix on a wide range of its bikes, not just the 650 twin.

Over its nine-year life cycle, the original design received two major revisions aimed at keeping the





5

bike as modern as the design would allow. Both W2 and W3 variants maximised the bike's sales potential which remained largely, if not wholly, within Japan. The late 1960s US fashion for street scramblers aping the desert sleds of the period led to a small resurgence in USA sales, but by the close of the decade the fad had petered out.

The final W3 iterations borrowed heavily on contemporary models, with disc brakes, forks and various peripheral components sourced from the populous Z range; primarily the big four-cylinder machines. In an attempt to keep Yamaha's technically superior XS650 at bay, the previously chrome-plated tanks were dropped in favour of an all-painted tank with various graphics and badges used.

It's possible that Kawasaki could have extracted a couple more years out of the bike. However, times had moved on and, anyway, the company had its own in-house design of parallel twin in the wings. The double overhead cam, 750cc, balance shaft Z750B twin was now available, but as Kawasaki was about to discover few were really interested in owning big twins – period!

Inevitably the question arises about what the bike is like to ride. Back in the day it's highly likely that even the most modern example would have felt just a little old and staid. After all, what we're looking at here is essentially 1950s design with its roots back in the late 1940s. From the perspective of CBG's demographic, th-

The peer group

It really doesn't take much effort to work out where Kawasaki was pitching the original W1. With the big British twins fair and square in its sights, these were always the avowed targets for the motorcycle division of the industrial giant. It was obvious from the bike's origins, styling and layout that Kawasaki was going after the same golden goose that had been supplying Blighty with valuable eggs from the latter half of the 1940s – the United States of America.

The logic must have seemed inescapable. A cash-rich nation keen for lusty twins and just the other side of an ocean; with an almost identical product the parallels between Britain and Japan would have been almost hypnotically convincing. The reality for Kawasaki was sadly a little different. Its bikes weren't necessarily inferior to the British machines, but they were different and in ultra-conservative America this

was probably enough to stilt sales. Without exception, every single British manufacturer would have been known to USA buyers from decades before. In comparison, Kawasaki's name was almost unheard of, and by this time it was the feisty H1 triple that was the machine to have, not some rumbling copycat big-bore twin. There was never anything like a contest between the two machines from the same factory.

By the end of the 1960s, the final iterations were being sold almost exclusively in Japan, where import duties on British machinery made their importation financially punitive. It's tempting to ponder whether the Kawasaki stole sales from Yamaha's XS650, but in all probability it's unlikely. The XS was the new generation of big twins while the Kawasaki would forever remain in the public's mind a BSA clone, albeit a very good one.



answer would have to run along the lines of pretty much how you might expect, but with a few subtle differences.

There's that seminal characteristic urge you only get with a big, lusty, 360°, parallel twin. The exhaust note is the same, the engine makes the right noises and the vibes running through the chassis are very familiar. The clutch is surprisingly light, the right foot gearchange precise, and the chassis does exactly what's asked of it.

In terms of handling, the BSA is a little more sorted, but the Kawasaki isn't as far off the pace as you might expect. By way of retardation, the earlier W1s and 2s have a robust and effective twin leading shoe front brake that's probably as good as anything that came out of Brum.

Open the taps and the bike surges forward and, if you don't look down at the clocks, you could very well be on a late BSA A10. Well almost; there's an almost indefinable differentiator in play and it takes a while to determine what it is. The Kawasaki is still unquestionably a parallel twin and almost out of the same, original, mould, yet it seems to be that little bit more refined, less animalistic – yet it's not sterile, anodyne or bland.

If you like your big twins all macho and ruffly-tuffy then the BSA is the bike of your dreams, a truly rougher diamond like no other. However, if you still buy into the concept but want the edges knocked off, then a pushrod W series Kawasaki makes for an interesting and intriguing choice – but only if you can find one. They really are rather rare! **CBG**

■ Stablemates, but not of the competitive kind. The Z1B and W3A RS roadsters shared their front ends and the badges on their tanks... and little else

Variations on a theme

Early model nomenclature is a little fuzzy to say the least, and specifications seemed a little varied too. There's a Kawasaki 500 Meguro K1 listed from 60-65 and a K2 from 65-66. 1966 seems to be the generally accepted date for the W1 650 which was equipped with a single carb, and this ran until 1968. 1967-1969 saw the bike running minor upgrades and revisions as both W1SS and W2SS in both single- and twin-carburetted variants; the demand for more pep and power saw Kawasaki emulating the British route to greater performance.

In an effort to broaden the bike's appeal and to increase sales in the vital USA, W2TT street scrambler versions were produced in 1968-69 with two exhaust pipes running down the left hand side. Initially the two pipes exited via two silencers, but later models saw a collector box utilised at the rear end. 1969 also saw

the various models brought up to date. The chrome panels were dropped in favour of two-tone painted tanks, the inner panel's colours also used for the sidepanels in a move to give the bikes a lighter look.

1973 saw the last major revision, with more modern paintwork and graphics. This W3 iteration would see a flurry of suffixes and codes used; W3RS, W3 650RS, etc. By the end of the series in 1974, the bike would be running a modified Z1B front end with twin disc brakes, black-cowled clocks, rubber gaiters on Z1 stanchions, orange side reflectors and, in a fit of bravado, engine side covers with black graphics painted into cast recessed detailing. Add in an all-white single-seat police version and even a W1R racer and it's fairly obvious Kawasaki got pretty good mileage from a design that was effectively well past its sell by date before it'd even made its first prototype.

AGENTS THROUGHOUT THE WORLD

FLASH
THE
TUN
-It's "AVIAKIT"!

For Style and Fit

SEE THE FULL LINE-UP
AT:
LEWISLEATHERS.COM

JACKETS



BELTS

GLOVES

LEATHER
BOOTS

D
Lewis
LTD.

LEWIS LEATHERS LIMITED

3-5 WHITFIELD STREET
LONDON, W1T 2SA

Telephone: 020 7636 4314

WWW.LEWISLEATHERS.COM

AVIAKIT
REGD.
TRADE MARK

Aviakit, D Lewis and Lewis Leathers are trademarks of Lewis Leathers Ltd, 3-5, Whitfield Street, London W1T 2SA Tel: 020 7636 4314



BSA & Triumph triples

BSA's Rocket 3 and Triumph T150 Trident should have been a great leap forward for all. Were they?

PHOTOS BY SIMON EVERETT / ROWENA HOSEASON / MORTONS ARCHIVE

BY THE MID-1960S it was obvious that the whole world order was changing. The advent of the motorway age had rendered obsolete most of the output of the British manufacturers, for the simple reason that few of their motorcycles would stand being cruised at 70-80mph for long periods without something unpleasant happening to their internals – assuming that the rider hadn't been shaken insensible by the vibration first.

The BSA Group's answer to the coming demand for greater sophistication and sustainable performance was a 750cc three-cylinder motorcycle. It is a sad comment on the management failures endemic in whole sectors of British manufacturing industry at the time that the idea that a three-cylinder engine, based on prewar technology and engineering, built on old-fashioned machinery and requiring skilled labour to achieve acceptable build quality, could somehow challenge the Japanese in an open market. The Japanese were building new designs, engineered

Above: A lot of the classic lore insists that the BSA and Triumph triples are basically the same bike with different badges. They're not. They share many components, but more parts are different than are the same, and they ride quite differently

for automated production on the most modern production lines in the world. To assume that the British product described above could compete on unit price or sustainable performance with the likes of Honda's CB750 was a mistake. A fatal mistake.

However, the three-cylinder machines, built by BSA as the A75 Rocket 3, and by Triumph as the T150 Trident, were, and remain, charming machines. They are also eminently suited to the crowded roads of today, with fine acceleration, good cruising ability, excellent handling and adequate brakes. Another point in their favour is that their owners tend to be dedicated riders rather than polishers, and as a result a lot of developmental improvement has taken place since they ended production.

Early Rocket 3s and their T150 Triumph equivalents were the victims of some rather remarkable styling. It appears that although the marketing men at BSA had understood that the two-wheeled world was changing, they had failed to recognise that motorcyclists are a strangely conventional lot, and that they embrace radical change only when it is plainly linked to high performance. Thus the early Rocket 3s, with their slabby petrol tanks, strange panelling and desperate Dan Dare silencers, were viewed more with wonder



and suspicion than with wonder and delight. The world was not rocked upon its axis by the massed opening of customers' wallets.

However, BSA and Triumph deserved credit for trying to advance their marketing. The early Trident was more recognisably derived from the Triumph twins than was the BSA from the products of Small Heath, but like the BSA it boasted the famous 'ray gun' silencers and strangely slab-sided styling. The Americans – the most important market for Triumph – hated it. As a result of this, the T150 Trident was rapidly offered a styling kit, mainly to disguise it as a three-cylinder Bonneville, and by the time the final electric-start T160 Trident appeared it was a very cleanly styled and handsome machine indeed.

Above: One of the early T150T models. This was originally a US-spec machine, was reimported and fitted with 'ray guns' to replace the 'beauty kit' silencers, which replaced the original ray guns... It is possible to be obsessive about triples

Below: BSA tried very hard to pretend that they truly were in the space age. Remarkable styling sat uncomfortably with modernised engineering and considerable performance

The triple power plant was a development of the Triumph twin engine, and owed nothing to the BSA twins alongside which it was sold. It's common to describe the three-cylinder Triumph engine as being merely a unit twin with an extra cylinder tacked on to it. This would be inaccurate and gives little credit to the designers involved, who worked engineering miracles with risible resources. Indeed, having ridden thousands of miles on both the British triples and their oriental rivals, it is plain that those designers and engineers deserve praise indeed for developing an engine that would compete with the best Japanese 750s for several years, and for mounting it in a bicycle that also out-performed those rivals. ♦



TRADEINGPOST || MODEL HISTORY

Having said that, the engine was easily recognisable as a development of the existing twin and, sadly, inherited several of the failings and compromises of that 30-year-old design. It followed the traditional Triumph approach of having two camshafts mounted on either side of the cylinders, and followed the time-worn Triumph twin route of pushrod valve operation – including the separate pushrod tubes and rockers mounted in boxes bolted to the head rather than integral to it.

The gearbox was also basically the four-speed unit fitted to the unit twins, carburation was provided by three Amal Concentric units, and Lucas supplied the 12v alternator electrics. The vertically split crankcase, long the bane of anyone attempting to combine hard use with oil-tightness, remained, although there were now three of them.

Happily, the triple departed from established twin practice in several ways. The three-throw 120° crank carried no flywheel, and ran in four main bearings, the centre two plain shell bearings, with a ball race on the drive side and a roller on the timing side. The primary drive was by triplex chain, but there convention ended, as the multi-plate clutch was operated by a diaphragm spring, rather than by a collection of traditional small coil springs. It



▲ Above right: A ray gun silencer. Hard to confuse with anything else

▲ Right: Export fuel tank showed off the unusual engine. You could have been excused for thinking riders would have liked that...

▲ Below: Not at all posed. No. Typical upwardly mobile BSA riders prepare for a few miles of thrills



worked well, too, running dry in its own compartment between the gearbox and the primary chaincase, and was operated by a pull-rod rather than the more usual pushrod. Meanwhile, the 12v alternator had departed from the chaincase and reappeared mounted in the timing chest, directly below the three sets of contact breakers that timed the spark.

The cylinder block was cast in aluminium, with handsome close-set cooling fins, and the plunger oil pump was binned in favour of a gear device driven from the crank. Oil temperatures were controlled by an oil radiator, mounted under the nose of the fuel tank, and there was even provision of effective filtration for the oil, with a renewable filter mounted in the centre crankcase as well as the more usual one in the oil tank.





The resulting engine was nothing like the traditional twins in operation, offering high performance and vivid acceleration combined with relative smoothness in operation. Compared with a four-cylinder engine, the triple can feel rather gruff in operation, but when compared with a Bonneville it feels almost sophisticated! The triples also feature a most distinctive sound, especially when under hard acceleration, and although they don't rev as freely as do the twins, they are rather less tiring to ride far, fast. The best performers are the earlier versions, as increasing intake and exhaust silencing requirements blunted things as the years rolled by. Happily, liberating the engine's true performance is not too difficult, and the bikes are served today by a handful of proficient specialists.

The Trident's engine development was hindered more than a little by the collapse of the parent company and by the ensuing chaos, although a fifth gear arrived in 1972 and there were the customary year-on-year detail changes to improve oil consumption and leakage.

Above: A neat early Trident T150, fitted with the 'beauty kit' offered to make the bike look more like a Bonneville and less like a space ship

Top right: Tidy. The Lucas headlamp carries neither ammeter nor switching. The ammeter is in a pod with the clocks, and you can probably see the ignition switch

Above right: That view from the saddle

Below: Exactly how this strange shade of Bathroom Blue was supposed to emphasise BSA's entry into the space race we are unsure, but...

The triple engines can be profligate in their use of both fuel and oil, and many are the hints, tips, alchemy and miracles offered as solutions. By the twins' standard, oil consumption at around 200mpg and fuel consumption well below 40mpg is pretty dreadful, but such is the strange appeal that many owners overlook it for the pleasures of riding these triple Triumphs.

Although most working parts of the BSA and Triumph triple engines are identical, several major castings are not, as the BSA's cylinder block was canted forward at 15° to the vertical, and the timing side was styled to look more like the BSA twins than the Triumph ones.

Changes to the BSA engine during its production run from 1968 to 1972 were mainly intended to increase its smoothness and ability to retain its oil. Most Rocket 3s were built with four-speed gearboxes, although a final few were built with a five-speed cluster. These can be distinguished a) by having five gears, and b) by an engine number beginning 'A75RV'.

The Rocket 3 vies for the title of the first British Superbike with Norton's Commando, and justly so, as they were both highly individual answers to the problems besetting Britain's traditional motorcycle builders. The expression 'Superbike' was coined for bikes such as these: they were of much higher apparent performance than their predecessors; they looked radically different, and they were intended to be the start of a whole new era of purely leisure-oriented motorcycling.

Riding the Rocket 3 is unlike riding any other BSA. The whole machine has a presence lacking in any parallel twin, and its performance is exhilarating without sounding mechanically life-threatening. Although it is perfectly possible to fault any motorcycle ever made, anyone contemplating the purchase of one of these models should try to view them as they appeared at the time – reading contemporary road tests is always a good idea. Then consider that a well-assembled Rocket 3 can hold its own with most traffic on roads today and a meaningful measure of what its designers and engineers achieved is possible. ➤





Both triples' chassis were completely conventional in function, even if its aesthetic accoutrements may have disguised the fact. The two frames were completely different too, giving the lie to the notion that this was a cynical badge engineering exercise between BSA and Triumph (that actually arrived a little later, with the post-1971 twins and singles). The BSA main frame was a duplex cradle, where the front downtubes curved all the way around to the top of the rear suspension units. It was a sturdy frame and was capable of steering well up to the limits of the day's tyre technology with no cause for concern on the part of the rider.

The front forks for both BSA and Triumph were of the same type as currently fitted to the twins, as were the brakes, the front being the excellent 8in Triumph type 2ls unit. The oil cooler was mounted under the nose of the petrol tank, and this was styled by the addition of a pair of alloy covers for the BSA, complete with side reflectors to satisfy US legislation, while the tank itself was an unusual squared-off shape with badging that was unique to the model.

The side panels were voluminous, containing battery, toolbox, oil tank and half of the air filter housing, and the whole thing was set off by a pair of what were probably the most remarkable silencers ever to grace a British motorcycle.

Although the styling of the Rocket 3 became less flamboyant as production progressed, especially for the UK market, changes to the chassis were restricted to the replacement of the front forks for the 1971

Top left: Final export versions of the Rocket 3 were stunning. And they still are

Top right: The engine remained much the same. Even though this is one of the last machines from the old BSA factory at Small Heath, it's still a four-speeder

Below: Although the Trident can feel big, riding them reveals the reality. By modern standards they are middleweights



season with the exposed stanchion type fitted across most of the rest of the BSA and Triumph ranges. The conical hub front brake accompanied the forks.

In the same way that the Trident's engine was immediately recognisable as a Triumph, so was its bicycle. The design principles of the Triumph frame were the same as those of the twins, utilising a suitably beefed version of its single downtube mainframe and bolted-on rear subframe, along with its forks, brakes and many ancillaries. The Trident gained a neat housing for the speedo, tacho and ammeter, as well as its own characteristic slab-sided fuel tank, slatted side panels and more of those unmistakeable 'ray gun' silencers.

Development followed that of the twins until the great relaunch of 1971, when, although the Trident gained the forks, wheels and clocks from the revised range, it did not get the oil-bearing frame. Opinion is divided over whether the conical front brake was an improvement over its predecessor, but the loss of the distinctive silencers was mourned by many – in retrospect at least.

The final version of the Trident, the T160, arrived for 1975. This was much improved over the earlier machine – at least it was improved in the sense that it boasted an electric starter that was generally reliable, and a more modern-looking engine, with the cylinder block canted forward to accommodate the starter. The starter motor drives the clutch, and is a neat installation. Sadly, the changes forced upon induction and exhaust silencing by increasing



For its final year of production, BSA's home-market triple had undergone a serious dose of sobriety. Group silencers replaced the ray guns, the new group front end had replaced the old, and restraint was everywhere



Compare the promo shot of the T150 (this is a late, 1974-75 model) with the T160. A whole lot changed in a single model year



Right at the end, Triumph built the bike it could – and should – have offered in 1968

legislation blunted the performance, and the T160 is slower than the T150V that preceded it. The T160 also shifted its gears with a pedal mounted on the left, and lost its triplex primary chain, replacing it with a duplex alternative.

The T160 also acquired a new exhaust arrangement, with the three-into-two manifold that had been with the bike since its launch being replaced with a three-into-four-into-two system. This gave the centre cylinder a pair of small-bore exhaust pipes of its own, and at a brief glance made the bike appear to have four cylinders...

A disc front brake joined the list of desirable features for 1973, and the revamped T160 for 1975 also had a rear disc, operated by a right foot pedal. The T160 frame itself was a lowered development of the earlier one and handled at least as well as that. Sadly, the final triple was rather heavier, thirstier and indeed slower than the T150. Like its predecessor, the T160 was available with a choice of petrol tanks, 4.8 gallons for the home market and 3.7 for overseas. Both were handsome, and both were comfortable for the rider. The UK tank is more popular while the US version is more common, not least because a lot of US spec T160s have been repatriated from... the USA. ➤

◀ **Below:** Hitting the road, Rocket style. This was the age of the easy rider, and don't you forget it

◀ **Top right:** If riding two-up on a triple resulted in the arrival of offspring, a triple could certainly haul a family too



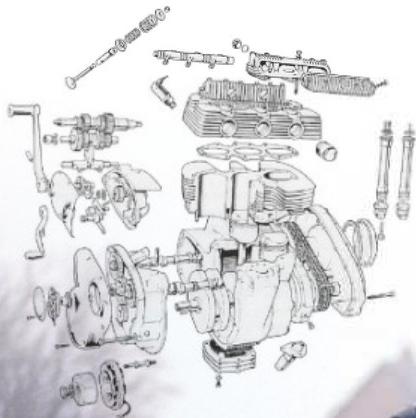
TRADEINGPOST || MODEL HISTORY

The triples have their own owners' club, and the supply of most spares is good. If you are tempted by a Rocket 3, we'd suggest that you try both an early one, with the wildly odd styling, and a late one, with the (sometimes) better brakes. But if it is outrageous style you want, try a Hurricane X-75, which although badged as a Triumph, is in fact a BSA...

The Hurricane was one of the very first of the factory customs, vying with Norton's Commando Hi-Rider for that dubious honour. Unlike the Norton, the Hurricane is generally held to be a thing of beauty, even though it sold slowly when it was available new.

The X-75 was a styling job done on the BSA Rocket 3, and used that bike's engine and bicycle, but with a swoopy orange tank and seat unit that looks striking to this day. It also boasted extended front forks, its own cylinder head with wider finning, and a set of three silencers, all arranged on the right-hand side of the bike to provide a truly impressive view from the right, at least. With the irony customary in these cases, although it was not a great seller when new, the Hurricane is the most sought-after triple today, prices are terrible, and fakes are not too uncommon.

There is another footnote to the story of this relatively short-lived but famous motorcycle. There was an export police version which was reimported in some numbers after production ended and which was sold off in the UK as the Cardinal, complete with single seat, panniers, front windscreen and white paint. Several of those were converted by LP Williams, a prominent triple specialist, into the 'Legend', with a lot of upgrades to the running gear.



▲ Above: Nice and new. Ready for those good times?

▼ Below: Although the sun always shone brightly in the 1960s, when CBG tested these triples a couple of decades later it was permanently overcast. Or something



ON THE ROAD

I once remarked that 'everyone should own a Trident – once', and have had that quoted back at me many times over the years. But it is true. In some ways the Trident was the ultimate development of the old British industry, even though it was outlived by its twin brother by more than a decade. The Trident was certainly the last, best hope of the old industry, and when its production ceased in 1975 we knew that all was effectively over.

Forty years later, the Trident is still a fine machine to ride. Its steering, stop and stomp departments are still perfectly adequate for today's traffic, and with its striking looks and unusual sound, it still turns heads. The supply of spares is probably better than it was all those years ago, and many of the wearing spares have been developed and improved over that time. The bike benefits enormously from a dedicated and excellent owners' club, and is little more expensive to buy than the twins.

However, it can be an expensive model to run, with high fuel consumption and high oil consumption to match. And many owners could feel intimidated by the complex and slightly unfamiliar design, preferring to run a twin as a result. Do not be put off, however. Although there are pitfalls for the unwary, as with most of the more interesting British classic bikes, owning and riding a Trident is a rewarding occupation, and providing its maintenance is by the book, you can have many happy miles together. But beware of buying one that smokes, rattles or is not fitted with a healthily reading oil-pressure gauge. And join the Trident & Rocket 3 OC first, anyway.



Above: A batch of T160 Tridents were supplied to the Saudis for fleet use. A few escaped and appeared on the home market described as Cardinals. No idea why...

Right: A study in clockery and a small quiz; which clocks are the correct clocks?

Below: If asked for a preference, we'd choose the BSA as the better of the earlier bikes, although it's not an easy call



FAULTS & FOIBLES

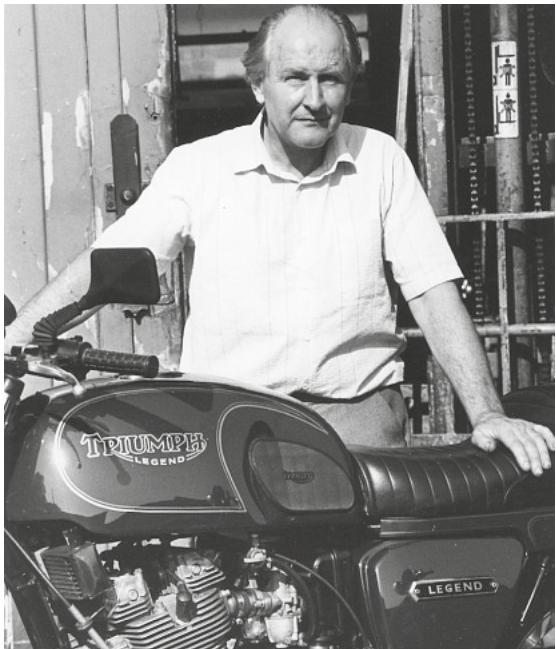
Beware bikes that have benefited from previous owners' attempts at 'tuning'. While several folk know how to improve a triple, they rarely benefit much from being fitted with loud 3-1 exhausts and ditching the air filters. They are heavy bikes, so are always improved by the addition of a second front disc, and tyre choice is enhanced by reducing the rear rim to an 18-incher. The engines rarely leak, usually start on the button. If they don't – bid very low or walk away. Some of them smoke, T160s more than T150s, and grim experience reveals that chasing the source of the smoke can be exhausting and expensive. Many owners swear by fitting an oil-pressure gauge, while some others simply swear about the apparently incurably low pressure of their own bikes.

Many models boast exposed fork stanchions, and many are still original – especially those recently repatriated from dry climates. The chrome can fall off very fast once back in the UK. Replace the stanchions and fit gaiters. Rear shocks will all need replacement by now; buy good ones.

Poor starting and idling can sometimes be traced to the original ignition set-up, which consists of three sets of contact breakers. Three... Patience is required to set them, and it can be impossible to get three identical points gaps. The answer is modern electronic ignition, of which there is a decent selection available. This has been the same answer since the bikes were new, and lots of the older electronic systems are breaking down now, causing unreliabilities of their own, usually because elderly soldering breaks up over time and endless heat cycles.

Some owners replaced the original set of Amal carbs with all manner of alternatives. Sometimes they're an improvement.♦





Above: Several of those exported police-trim Tridents returned to the UK, and some of them were rebuilt by Les 'LP' Williams into the truly fine Legend

PEER GROUP

When the original BSA Rocket 3 and Triumph Trident were launched, they were effectively in a field of their own, and they caused a monster wave of comment and interest, fostered by their racing exploits. It's one of life's sad stories that this excellent foundation was never effectively developed.

After them, soon after, came Honda's class-defining CB750, complete with four cylinders, an overhead cam, five gears and an electric hoof. BSA/Triumph never recovered from that. Then the rest of the Japanese majors completed the demolition job, leaving the last Tridents – like the last of the Norton Commando twins – inhabiting a niche alongside BMW, Ducati, Laverda and Moto Guzzi. The engine that broke the ubiquitous twin mould found itself relegated from Superbike to also-ran sports tourist.

Peer group? Consider the GT750 Suzuki, another triple with a character all its own, and the several versions of the sohc CB750 from Honda, which developed at much the same rate as the Brit Superbike. Although BSA threes, Hurricanes and T160 Tridents fetch big money, you can still pick up a tired T150 for not a lot. Well worth a try. As is a GT750, of course. **CBG**



Above: The last of the Triumph triples was actually a BSA in a bikini. Yes folks, the famous Triumph Hurricane was a fraud from the start...



Below: And, of course, BSA never built the road-going race-rep, which would surely have sold by the shipload.



**Alloy
750cc Kit
Triumph 650
Twin - Nikasil
or Sleeved**



**Billet instrument
brackets, oil
pressure gauge
kits**

post '70 Meriden
Triumphs

www.triplesrule.com

t150v@aol.com (224)321-4912(USA)

LOOK OUT FOR NEW WEBSITE ARRIVING SOON

Fast! MAIL ORDER
WORLDWIDE

Est 1966

UK DELIVERY NEXT DAY

ALL PARTS AVAILABLE

For Restorations - Repairs

BSA PARTS

BSA B31
single and
B31 Twin
B32 Gold Star
B33
B34 Gold Star
B40 350 Star
B40 SS90
(Sports Star 90)
WD840
Star
B44
B44 Victor
B44SS Shooting
Star
B44R Victor
Roadster
B50
B50SS Gold Star
500
D Series
(2-stroke single
cylinder BSA
Bantam)
D1 - D3 - D5
D7 - D10
D14/4
B175
M Series (Side
Valve, single cyl)
B25 Fleet Star
B25 Starfire
B25 Barracuda
B25 SS Gold Star

TRIUMPH PARTS

T120 Bonneville
T140D Bonneville
6T Thunderbird
650cc twin
3TA or "Triumph
TwentyOne
"350 cc (ie 21
cubic inches)
STA 500cc
T90 350cc
T100 500 cc
T100A
T100SS
T1005 Tiger
Sports
T100R Daytona
500cc
T110 Tiger 650cc
TR5T Adventurer/
Trophy Trail 500cc
TR25W Trophy
250 250cc
T100C Trophy
500cc
TR6 Trophy 650cc
Trophy 6C Trophy
650cc
TR7V Tiger 750cc
Tiger Cub 200cc
650cc
Thruxton
Bonneville
T140 Bonneville
750cc

BSA

TRIUMPH

BSA



Norton gearbox rebuild

Although gearbox rebuilds are seen as a black art by many, to others they are something lightweight and simple. Even if the gearbox is an assembly of mismatched bits and needs alloy welding. The Norton upright box, then...

WORDS AND PHOTOS BY RICHARD NEGUS

THIS LITTLE JOB arrived in a discreet brown cardboard box, bandaged with brown tape, containing several Tesco bags with unspeakably gungy metal items inside. The customer alleged that these just needed putting together and would provide him with a complete gearbox for another Norton project, in this case a 1947 Model 18.

Examination of the inner/outer cover castings showed this to be the 'upright' type of Norton gearbox, the reason for the black gunge becoming apparent when looking inside the main gear case. It was full of vintage black grease instead of oil, possibly to minimise loss of lubricant or to mask noise from worn gears.

Washing the parts revealed that the gear teeth were in excellent condition for a 70 year old (just like mine, really), although some of the drive dogs showed minor damage.

■ 'Some of the drive dogs showed minor damage...' What the spinny-round bits of a 1947 Norton gearbox look like





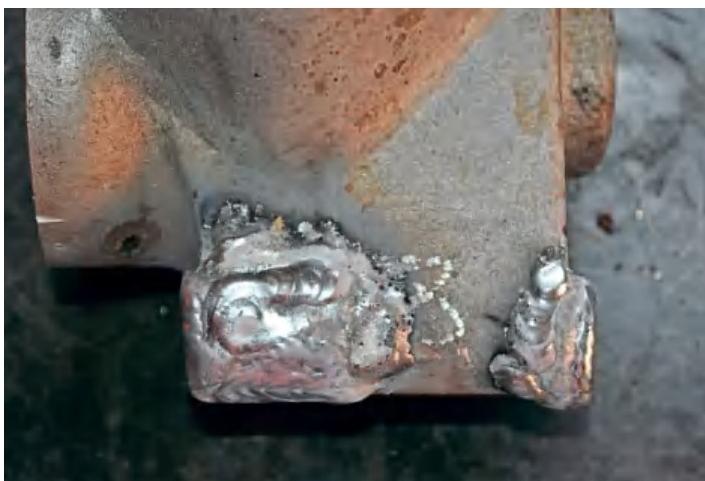
■ Layshaft first gear had two problems: the centre boss had an unusual crack which was not recent, and the bronze bush had moved axially and was damaged



■ The kick-start pawl was damaged, although the ratchet teeth in the layshaft first gear were as new



■ The gearcase was cracked at both ends of the lower mount, possibly due to that fixing stud being insufficiently tight to resist twisting loads from primary and secondary chain loads



Rectification

Many of the components in the later 'AMC' gearbox are remarkably similar to those in this Norton gearbox, and perhaps its Sturmey Archer predecessor (although I haven't yet been fortunate enough to receive one of those for assembly). For example, the bronze bush in the layshaft first gear is identical, as is the bush in the kick-start shaft. The kick-start pawl is also dimensionally identical, although the modern replacement is made from a steel investment casting rather than machined from bar.

■ Repair of the damaged gearcase was effected by dressing the cracked areas to a smooth, clean finish, TIG-welding to build up the missing areas, and then machining back to the original dimensions.

As all three ball bearings were quite 'gritty', they were replaced with new items; in place of its original ball bearing, the layshaft left ball bearing was replaced with a roller bearing as used on the Commando.

After fitting the case bearings, the camplate and quadrant were next. Having neglected to photograph the dismantling stages, it took me a while to work out how the quadrant gear should mesh with the camplate gear. For future reference, this shot shows them: ♡



■ I waited while the welding was done and the welder, being a humorous sort of chap, handed me the still-warm case. I, noting his thick welder's gloves, assumed it was still hot, juggled with it briefly before dropping it on the floor, only to see one of the top ears fall off. A common fault apparently, and examination of the crack surface showed it was going to break quite soon anyway. Back to the welding bay!



■ The camplate is in the 'neutral' position and a hole in the quadrant is visible in the lower cam track. Works for me, although I shall probably take giant steps backwards if another such rebuild job is mooted



The gears, shafts, and selector forks assemble just like a Commando – and then I discovered that the new paper gasket fitted neither the joint face nor the studs. Bother! Find a suitable piece of gasket material from my £5 eBay bargain-box; one of the better deals to be had when I needed to make some unobtainium gaskets for an equally old Ruston stationary engine.



Gasket making involves two of my favourite things; a ball pein hammer to mark the position of the holes, and a hollow punch to cut them



Then the hammer to lightly mark the outside edge...

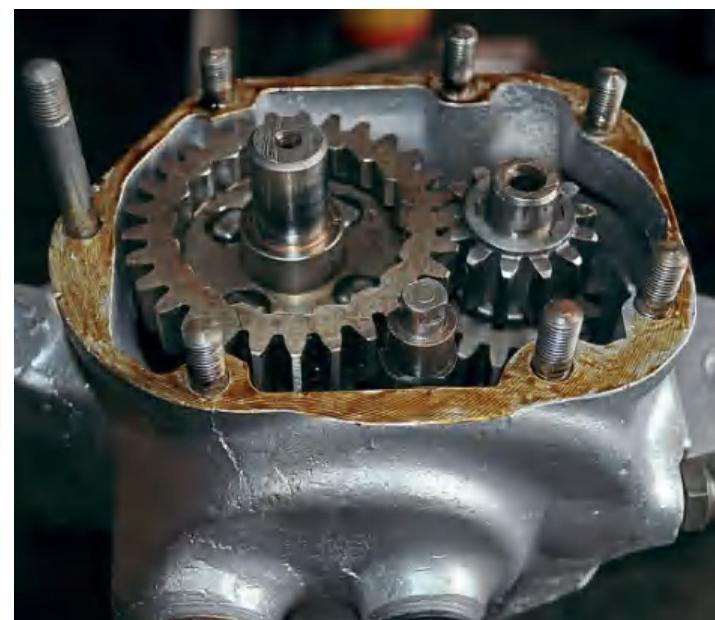


The selector mechanism has the ratchety bits enclosed within the inner and outer covers and thence an external link to the quadrant and camplate. These levers, and the link rod, caused me much head-scratching, as it looked 'wrong' and didn't fit anyway. Both levers had holes for $\frac{1}{4}$ in diameter clevis pins, yet one clevis on the rod was for a $\frac{3}{16}$ in pin. As no clevis end with $\frac{3}{16}$ in x 26 thread and a $\frac{1}{4}$ in hole was forthcoming, I chose to enlarge one lever hole to $\frac{3}{16}$ in.

I opted for the lower lever and found straight away they were case-hardened. Heating the end to

And then scissors to cut the inside profile, which doesn't have to match the joint face width, just clear the twirly and slidey bits inside

Then a smear of Wellseal on each joint face, fit the kick-start shaft to the inner cover, a squirt of oil on the gears and cam plate, and fit the cover plate



cherry red for five minutes with my gas torch and allowing it to cool slowly made it soft enough to drill. Heating that end red and quenching in oil made its surface hard again.

With the link fitted and adjusted so that camplate and ratchet positions were synchronised, all four gears were available, BUT the link geometry still didn't look right to me. The photographs show the upper clevis out of alignment in all gear positions and it wouldn't have been designed like that – or would it? 



First Gear – and the top clevis is well out of alignment with the lever



Fourth Gear – and it's still not quite aligned

THE NORTON 16H ...and remained the record holder for the longer of the four Norton machines, until the arrival of the original, which had the identical engine. The machine remains as the original, which is now open to public inspection at the British Motor Museum in Warwickshire.

NORTON STILL HOLDS THE T.T. LAP RECORD AT ST. MARY'S...

THE NORTON 16H ...and remained the record holder for the longer of the four Norton machines, until the arrival of the original, which had the identical engine. The machine remains as the original, which is now open to public inspection at the British Motor Museum in Warwickshire.

NORTON STILL HOLDS THE T.T. LAP RECORD AT ST. MARY'S...



Or, as the customer intimated, maybe the contents of the cardboard box were not necessarily a matching set

THE NORTON 30/40 ...and remained the record holder for the longer of the four Norton machines, until the arrival of the original, which had the identical engine. The machine remains as the original, which is now open to public inspection at the British Motor Museum in Warwickshire.

NORTON STILL HOLDS THE T.T. LAP RECORD AT ST. MARY'S...

THE FEATURES THAT COUNT

- 1. GILK. PUSH-THRU ENGINE.** As will be seen, the sidecar-hauling mechanism is built directly into the engine. The result is a feature otherwise unique, namely, a single, compact, strongframe body, almost in opposition to ordinary.
- 2. OVERHEAD CYLINDER HEAD AND DOOR. 30/40.** All externally cast features of the engine are enclosed in overhead. The cylinder head is a separate casting, which is rigidly attached to the cylinder body at one point. The engine housing of the cylinder head will be discussed.
- 3. GEARDRIVE.** The important importance of the cylinder head is that it is a unitary casting, the cylinder body being formed part of the cylinder head itself.
- 4. TUBULAR FRAME.** RIGIDIFIED. In addition, the sidecar-hauling mechanism, forming the front end of the frame, effectively stiffens the rear end, so that the rear wheel will be immune to vibration or jolt.
- 5. INTERNATIONAL MOTOR ENGINE.** Remained the world's best high-speed and most reliable, no performance to be equalled. The engine is a single cylinder, two-stroke, two-millimeter bore, all valves are made from the strongest of steels.
- 6. THE SPRING FRAME.** The spring frame is intended to absorb the shock of the sidecar-hauling mechanism. The technicalities of a permanent link between the sidecar and the main frame will be discussed.

Like most manufacturers of the time, Norton expected gearboxes to work equally well in several types of motorcycle, ranging from a sidecar-hauling sidevalve workhorse, all the way via ohv road machines to an ohe

pure-bred race bike. Well, 1947 was a year of postwar austerity, money was tight, value for that money was paramount... and although Norton did mention the new box in brochures, trumpety fanfares were of the subdued variety.

DAVE COOPER
BIKE RACKS

The NO.1 Name

COLLAPSIBLE TRAILERS

Trailers
Price includes light-board and ramp
Single Bike £289
Double Bike £349
Treble Bike £389
Quad/Sidecar £365
Tow bars: supply and fit or DIY kit available
Spare wheel £28.50 extra. Each trailer comes with independent suspension, clip-on loading ramp, lie-down loops, security locking facility, removable light board.
New wall-mounting brackets to hand trailer on your garage wall: £15/pair. Delivery service available.
Tel: 01732 820 082
Email: info@davecooper.co.uk
Dave Cooper, Unit 7 Pettings Court Farm, Hodson Street, Wrotham, Kent TN15 7LH

AJS & Matchless Owners Club

Telephone 01536 511532

MONTHLY MAGAZINE
TECHNICAL HELPLINE
PARTS SERVICE
DVLA APPROVED DATING
MEMBERS DISCOUNT SCHEME
RALLIES AND RUNS
CLUB FORUM

Photo by Mykel Nicolaou

Unit 3, Telford Way Industrial Estate, Kettering, Northants NN16 8PT

visit us at www.jampot.com

Welding cylinders for Hobby & Trade users.
Available in 4 sizes:
2L, 9L, 20L & 50L

RENT FREE refillable **WELDING Gas Cylinders**

Oxygen, Argon, Nitrogen, Carbon Dioxide, 5% CO₂/Argon Mix and 20% CO₂/Argon Mix. Other mixes of gases can be made available including Helium Balloon Gas, Propane, Forklift gases **PLUS NEW** Acetylene Substitute available.

Stop Paying Rental

- Refillable bottles – no disposal costs
- Same fitting as BOC, Air Products & Air Liquide
- Replace the need for disposables
- No bottle rental
- Local Stockists

We can now supply you 2L, 9L, 20L and 50L* cylinders on a rent-free basis. Simply pay a one off bottle deposit and then just pay for the gas refills as you go.

Ideal for customers who want to be able to do a professional job, but do not want the expense of monthly bottle rental on cylinders that are not fully in use.

T: 0800 612 5704
www.adamsgas.co.uk
Call or go online to find your nearest stockist

* subject to availability

AMERICAN READERS!!

CLASSIC BIKE GUIDE

SUBSCRIBE & SAVE
With Motorsport
\$54/yr (12 issues)

Save \$\$ and never miss another issue!

Great subscription prices for U.S.A. delivery: Classic Motorcycle Mechanics, The Classic Motorcycle, Classic Bike Guide, Classic Racer, RealClassic, Classic Dirt Bike, Scootering, Classic Scooterist Scene, Twist & Go, Motorcycle Sport & Leisure.

We stock many fine Mortons publications including: SCRAPBOOK SERIES (Triumph, BSA and Norton), AVIATION CLASSICS, THE ENCYCLOPAEDIA OF CLASSIC MOTORCYCLES, JUST ROSSI, ISLAND RACER, JAGUAR.

MOTORSPORT PUBLICATIONS LLC

7164 County Road N #441, Bancroft, WI 54921
715-572-4595 * Chris@ClassicBikeBooks.com
www.ClassicBikeBooks.com

Ace Classics London
PRE-UNIT TRIUMPH PARTS SPECIALIST

www.AceClassics.co.uk ■ 020 8698 4273
101-103 St Mildreds Road, Lee, London SE12 0RL
Our opening days are Monday- Friday 9:00am-6:00pm ■ Saturday 10:00am- 6:00pm

Call 01454 324546

FREE Shipping
25 yrs Experience
Online Discounts
Massive Selection

Any tap, any die
Any where

No jack of all trades, not us

Visit us online: www.avontapdie.co.uk

It's what we do. It's all we do. Isn't it time you chose a specialist? Any tap, tap set, tapping drill, die, die nut -any where -and when you need it. We've been doing this for more than 25 years, supplying the world with vital taps, dies and cutting & threading tools of the highest quality. No job is ever too big nor too small, every order for us is just as important -it's our reputation at stake as well as your deadline.

AVON
ENGINEERING SUPPLIES LTD

DUCATI GB OWNERS CLUB

www.docgb.org



BRINGING TOGETHER DUCATI OWNERS AND ENTHUSIASTS

+44 (0)1789 459234

moto lug™
collapsible motorcycle trailers

www.motolug.com

COLLAPSIBLE MOTORCYCLE TRAILERS

Manufactured in the UK

MOTORCYCLE SHIPPERS

OAKBRIDGE INTERNATIONAL

QUALITY CASE PACKING AT OUR WAREHOUSE

Bikes/Spares & Parts

Exported Worldwide

Contact **Oakbridge** on 01799 513366
for free advice and quotations

freight@oakbridge-international.com

www.oakbridge-international.com

New
website
1st August

Online
WEBSHOP

TRIUMPH

BSA

NORTON

www.srmclassicbikes.com

CALLING ALL CLASSIC BIKE ENTHUSIASTS

SRM classic Bikes are proud to announce
the launch of their **NEW WEBSITE**

If you own a **TRIUMPH – BSA – NORTON** Classic Motor Cycle
then there will certainly be a treat in store for you when you visit our
new exciting Informative Website

tel: 01970 627771 / email: srm@srmclassicbikes.com

SRM
CLASSIC BIKES

TRADING POST

Upload your free advert today – www.classicbikeguide.com
CLASSIC BIKE GUIDE IS THE BEST PLACE TO ADVERTISE YOUR BIKES AND SPARES

<p align="center">Do you want your advert to be seen by <big>34,000</big> Motorcycle enthusiasts in  For only £6?</p>	
Please debit my:	
<input type="checkbox"/> Visa <input type="checkbox"/> Mastercard <input type="checkbox"/> Switch	
Card number:	
Security code (from signature strip):	
Switch issue number:	
Start date:	Expiry date:
Signature:	
or make cheques payable to: Mortons Motorcycle Media	
To include your bike in Old Bike Mart tick the box on the form below.	

All private adverts are FREE!

- Upload your advert at www.classicbikeguide.com
 - Post the coupon below or fax to 01507 529399
 - We cannot accept Reader Adverts over the phone



Terms and conditions for private advertisers

1. The advert copy provided by the customer must be legal, decent, honest and truthful and comply with the code of the Advertising Standards Authority (www.asa.org.uk). Classic Bike Guide may amend the advertisement to ensure compliance with these requirements.
 2. Classic Bike Guide is not able to verify the truthfulness of any statements made by a customer in the advert copy. Accordingly, the customer will be responsible for any losses, expenses or other costs incurred by Classic Bike Guide which are caused by an untrue statement made deliberately.
 3. In order to meet its production and other editorial requirements, Classic Bike Guide reserves the right to re-classify, edit the copy or alter the size or colouring of any advert.
 4. Photo adverts are only available in the Bikes for sale section. We are happy to accept reader adverts for Wanted, Spares and Miscellaneous, but these will appear without photograph.

There is no other medium so effective as **Classic Bike Guide Trading Post** – so why not take advantage of them right now? Simply complete the form below and send it as soon as possible to: *Classic Bike Guide Trading Post, PO Box 99, Horncastle, Lincolnshire LN9 6LZ*

It is our policy at **Classic Bike Guide** not to accept private adverts from traders. If, whilst looking for a bike in Classic Bike Guide, you experience a trader advertising as a private seller, please call us on 01507 529529 and we will take appropriate action.

Advertisements can be accepted
on this form, photocopy, email or
internet.

If you are a trader, give our advertising department a call on 01507 524004 for our latest display ad rates.

5. Whilst every effort is made to include your free advert correctly, due to the large volume of adverts we receive, we are unable to take telephone calls should an error occur. You are welcome to resubmit your corrected advert for inclusion in the next available issue.
 6. We can only accept one photograph per coupon.
 7. Please enclose a stamped address envelope if you would like your photograph to be returned.

Classic Bike Guide Reader Adverts

Choose a section

- Bikes for sale Miscellaneous
 Wanted OBM cheque enclosed
 Spares Picture enclosed

Name: _____

Address:

Area/County:

Telephone:

1

24

*Not published

.....

On occasions Mortons Media Group, publisher of Classic Bike Guide, shares selected information with its sister companies within the Mortons Group of Companies and with other reputable companies, who may contact you about products and services that may be of interest to you. If you DO NOT wish to have the details given here passed on, please tick this box.

OFFICE USE ONLY MONTH

CODE

AUTO ELECTRIC SUPPLIES LTD



Fast Mail Order Service
Order Online or by Phone
01584 819552



www.autoelectricsupplies.co.uk

FREE 100 page catalogue available

Midlife Classics



CLASSIC BIKE GEAR



- Clothing
- Mugs
- Helmets
- Prints
- Metal Signs
- T-shirts

Visit our website for exclusive bike art by Kerrynn Hartley
07791 021675 / 01905 384266
www.midlifeclassics.co.uk tim@midlifeclassics.co.uk



Bumpstop® motorcycle holding

Suitable for: vintage/classic/modern motorcycles

Used by:

Police, Suzuki GB, Condor Ferries etc

Ideal for: van, trailer, workshop, transportation, and security* (*Thatcham approved version)

www.bumpstop.co.uk
tel: 01604 845050 sales@bumpstop.co.uk



SMC
sheffield motorcycle centre
www.smcbikes.com



Yamaha MT 07 £5700



Triumph Tiger 1050 Sport £8299



Triumph Speed Triple 1050 £6499



Suzuki GSXR 750 £5299



MV Agusta Brutale 989 R £6999



Kawasaki W650 Cafe Racer,
superb one off custom.. £7999



Kawasaki W800 £5299



Honda NT700V Deauville £4499

Nationwide Delivery
Service Available



Call us on
0114 252 5454



Bonneville 865 £5999



Harley-Davidson FLHRC Road
King Classic £13999

SERVICING & REPAIRS



35-37 Walker Street,
Sheffield S3 8GZ

Sheffield Motorcycle Centre
www.smcbikes.com

Tel: 0114 252 5454
Fax: 0114 252 5452

TRADING POST

BOOK YOUR AD ONLINE NOW || online www.classicbikeguide.com || post/fax Fill in the coupon on page 110

CBG'S PICK



BSA 650 A10 1959.

Runs well. Excellent paint & chrome. Good tyres, stainless spokes on British rims. New carb / rewound mag last 2 years. £4400ono. 01287 643784, N Yorks



AJS 16MS 1956, 350cc, great starter, MoT last year, new battery at the time of MoT, good condition. Tel. 04855 45199 Norfolk



AJS 350 1957, 16MS, 15,000 miles, refurbished magneto, starts well, good condition, no MoT or R/F licence, £2700 ono Tel. 07969 344367 Middlesex



AJS 16MS 350cc, 1957, tax & MoT exempt, original number, matching buff logbook, gc, runs well, £3200 Tel. 01420 84061 Hampshire



ARIEL 350NH 1958, original condition, engine rebuild 700 miles ago, £3250 possible p/x Tel. 07770 582345 Cambs



ARIEL GOLDEN ARROW 1961, mint restored condition, complete with original parts, £4250 ono Tel. 07860 310486; 01384 569064 work West Midlands



ARIEL SQUARE 4 a fully restored mark one in vgc, registered and runs well, £11,000 Tel. 07887 617572 Lanarkshire



ARIEL 500 OHV, 1930, Black Ariel, all numbers correct/nice trans reg number, good 'Banbury' bike for 2016, easy starter, £7000 Tel. 07980 750700 Shrewsbury



BANTAM BUSHMAN lookalike, many new parts completely rebuilt D14 engine loads of Bushman parts, £1850 Tel. Rob 07703 892706 Northumberland



BMW 1200C OEM accessories, panniers, King/Queen seat, low miles, w/screen, cruising comfort, on Sorn, £2750 Tel. 02380 261852 Hampshire



BMW K1 1000cc, undamaged, OEM accessories Krauser panniers, vgc, ok tyres, lowered footrest, very fast for brave riders, Sorn, £2750 Tel. 02380 261852 Hampshire



BMW R100R classic 1996, 40,000 miles, BMW panniers, screen, MoT August 2016, just ride, phone or text 9am-1pm. £2950 Tel. 07724 322198 Leics



BMW R26 1958, 245cc single in good original condition, low mileage, tax & MoT free, engine & gearbox operate as should, BMW suitcase rack. Tel. 01946 821768 Cumbria



BMW R45 500cc, 1980, BMW R45 Steib chassis handbuilt body, 23,000 miles only, MoT, history bills etc, £2400 Tel. 07523 971861 Surrey



BMW R60/7 1977, vgc, complete rebuild 2007/8 with new parts, stainless steel fixings etc, MoT Aug 2016, £2750 Tel. 01983 865094 Isle of Wight



BMW R80/7 1980, good condition, stainless exhausts, new disc pads on front, used regularly, MoT Feb 2016, £1500 ovno Tel. 01524 761651; 07808 459689 Cumbria



BSA badged HMC 125 classic, June 2014, one owner, totally as new, only 104kms, still under warranty, Suzuki 4 stroke engine, £1100 ovno Tel. 07733 406146 Solihull

NCM

North Cornwall Motorcycle

ROYAL ENFIELD

NEW AND USED MOTORCYCLES

Over 100
machines in
stock, see
our website
for a full
listing



2015 MASH Motorcycles Roadstar, 0 miles, Brand New Bike! It's French with a 2 year warranty! Siemens fuel injection, 4 valve XBR motor! 5 speed, electric and kick start, 13 litre tank and only 140 kgs! Looks fantastic and great price of£3,699

1960 reg NORTON SS650, 102 miles. We see lots of classics and sell over 500 a year!! I have been selling classics for 20 years and this is the best well built bike I have ever seen! CONCOURS in its condition. And a work of art! Over 20k spent on the most expensive parts, and full engine rebuild, runs and rides as if you were a TT racer! It has a very nice hard back book of the rebuild done! it was a 650 SS matching numbers bike and now it should sit in your front room in your house! Or yes you can ride it with confidence, it's a must see bike! For the full spec of the build (which is as long as your arm) please ask for Steve in sales . YOU MUST COME AND LOOK AT THIS BIKE.....£19,500



1956 reg MOTO RUMI SPORT, 0 miles. RUMI BICARBURATORE SUPERSPORT 125 CONCOURS this is a true concours bike and very rare as far as I am aware the only one for sale in the world! It is a pure racing bike 2 stroke, Dellorto twin carbs, 4 speed, plunger twin rear shocks, 18L tank, this one was built in 1954 and it looks new! the last one to sell went for £20k so think the price is about where it should be. £14,500



1960 reg NORTON Jubilee 250, 0 miles, stunning condition, lots of paperwork, matching numbers bike, its a great looking bike, rare and collectable, see photos, a must see bike.....£3,650



Moto Guzzi Daytona 1000 RS, Manual, Sports Tourer, Petrol, 0 miles. Here we have a very rare 1100RS Amedeo Castellai of Raceco factory built with three cross and only 3 made, all standard and very collectable.....£10,500



1981 X reg HONDA CB250, Classic, 19,000 miles. Here we have a stunning timewarp CB250 delux, lots of history, both keys, owners hand book, one of the very best!! will come with 12 months MOT.....£2,450



1989 G reg DUCATI 851, 0 miles. Here we have a very original SUPERSPORT lots of bills etc in great condition and service and cambelts done, it's a must see bike!.....£6,900



1978 T Reg BMW R100 18,600 miles. Very rare original R100RS very low miles, runs and rides great! and it's in fantastic condition! Will come with new MOT.....£4,799



1969 T reg BSA BANTAM, 0 miles. Here we have a very smart Bantam 175, 4 speed, all runs and rides, great matching number same reg from new.£2,399



1992 reg YAMAHA XJ750, 30,000 miles. Fantastic condition, all original and very smart! one of the best you will find!.....£2,399



1961 Reg AJS Model 8 0 miles. Here we have a AJS Model 8 350 and lots of history! Matching numbers, new rechromed rims and spokes, new exhaust, new carb plus old one, great sound and a nice runner!.....£3,699



1972 K reg ROYAL ENFIELD BULLET, 0 miles. This bike is a great find early 1972 Bullet very rare, it has the early Smiths clocks, and is in great condition, heritage cert, with bike and tax free! see photos.....£2,350



2002 02 Reg URAL SOLO 745 Retro Manual, Naked, Petrol, 9,000 miles. Here we have a very rare bike! It's Ural big twin Solo . It's in fantastic condition with lots of history! It runs and rides as new and has lots of extras, a must see bike.....£3,299



1987 D Reg BMW R65 Classic 55,000 miles. Here we have a great running R65 cafe, with very good history! lots of MOT's and handbook, cafe bar end mirrors new cafe style seat, lots spent ! be different! will come with 12 months MOT.....£3,699



1976 P reg HONDA CB750, automatic, 0 miles. Fantastic! restored condition, rare Honda-matic 750, lots of history and spares, runs and rides as it should and very collectable!.....£5,500



1986 D Reg YAMAHA FS F.S.I.E, 0 miles. Full restoration, this bike looks like new and it rides like new! What great fun!!.....£3,599



1979 T Reg HONDA CB400 400 Super Four Manual, Roadster/Retro, Petrol, 30,000 miles. Superdream 400 time warp bike all standard and in fantastic condition! must be seen, just great! ..£2,850



1951 Reg JAMES COMET 0 miles. James Comet very smart and in fantastic condition!! See photos! Just great fun, Villiers motor.....£2,650

We now have full workshop restoration facilities and a dyno machine to get your bike running sweetly with a dyno print out!

MoTs • Servicing • Full Stock of Royal Enfield. Demo Bikes to Ride • Deliver anywhere in UK

Specialise in part exchange – any bike considered

GET IN TOUCH NOW ON 01288 355162
www.ncmc.co.uk • info@ncmc.co.uk

Awarded
'Highly Valued Dealership
of the Year'

TRADING POST

BOOK YOUR AD ONLINE NOW || online www.classicbikeguide.com || post/fax Fill in the coupon on page 110



BSA A10 Golden Flash, 1956, matching numbers, export model, fully rebuilt, possible p/x, early A7 rigid project, vgc, £5500 Tel. 07931 975223; 01384 358996 West Mids



BSA A10 Thunderbolt, 1966, nice original low mileage bike, rebuilt engine, MoT, possible p/x early A7 Rigid project, £3500 Tel. 07931 975223; 01384 358996 West Mids



BSA A65T Thunderbolt, 1972, restored to as new condition inc rims & SS spokes, new carb, electronic ignition exhausts, forks seat, £4495 ono Tel. 07817 257889 Leics



BSA B40 350cc, 1961, fully restored, show condition or ride, new rims, s/spokes, too much to list, £3200 ono; p/x considered Tel. 07443 642408 West Yorks



BSA D14 Bantam, 1969, good condition, MoT 2016, £1350 Tel. 07763 429913 Lancs



BSA DB32 Gold Star 1959/60, vgc, original frame/engine/nos/std bore, gear box, new battery, five road miles, t&t exempt, £18,750 Tel. 02380 261852 Hampshire



BSA A65 Firebird Scram, 1971, matching numbers, fully rebuilt, possible p/x early A7 Rigid project, £7250 Tel. 07931 975223; 01384 358996 West Midlands



BSA FIREBIRD 1970, matching nos, 9,868 miles since restoration, vgc, new carbs, tyres, £5250 Tel. 0322 272940 Kent



BSA ROCKET GOLDSTAR Star, 1963, RRT2 gearbox, correct engine, frame and reg nos, full history, bills, MoTs, original buff log book, mint example, £19,500 Tel. 01932 231615; 07789 230684 Surrey



BSA STARFIRE 250cc, 1970, new wiring loom, new carburettor, new drive chain, new battery, matching frame & engine, ready to ride, £2800 Tel. 01889 570265; 07975 672997 Staffs



BSA WM20 1945/46, spent most of its life in Malaya for the emergency then as plantation hack, bought freshly restored by me a couple of years ago now. Tel. 07801 439106 Wiltshire



EXCELSIOR TALISMAN twin 250cc, 1955, complete restoration three years ago, lovely condition, age related number, 1860 miles, spares included, £2950 Tel. 01664 852134 Leics



GILERA NEXUS 500 2006 reg, 3800 miles, fast & comfortable, economical, Gilera top box, MoT, new larger screen, £1500 ono Tel. 07854 387346 Northamptonshire



GREEVES 20DC SPORT 1964, Greeves Road bike, all original, not concours, clean and tidy, docs applied for, £2000 Tel. 07855 663318 after 6pm East Sussex



GREEVES 24DB 250cc Roadster, good original condition, great Patina, MoT 3/16, easy start, runs very well, finned hubs, £2750 ono Tel. 07805 611262 Kent



HARLEY DAVIDSON SPORTSTER HLX 1100cc, 10,500 miles, near showroom condition, custom long range tank, plus as new standard tank in same colour, MoT, £3500 no offers Tel. 01395 272651 Devon



HARLEY DAVIDSON XLS 883, 1989, immaculate 13,000 miles, two owners, I have owned this bike since 1993, £2300 ono Tel. 01932 560776 Surrey



HARLEY DAVIDSON SX250, 1976, two stroke single classic trail bike in absolutely superb condition, very rare to see these for sale especially in this condition, £5000 ono Tel. Steve 07887 711216 Hampshire



HARLEY SPORTSTER 1200, long MoT, low mileage, less than 11,000 miles, owned since 2007, forward controls & slashcut silencers included in sale, £4200 Tel. 07816 840300 Derbyshire



CAROLE NASH
30th BIRTHDAY
The care it deserves

Classic Bike insurance

0800 781 9291

Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority.

Andy Tiernan

Est. 1972



1937 AJS 26 350cc £5,650



1938 AJS 2 V Twin 990cc £22,500



1925 BSA Round Tank 250cc £5,000



1925 BSA S25 500cc £9,250



1928 BSA Sloper 500cc £9250



1939 Coventry Eagle 125cc £2,250



1929 Norton CS1 OHC 500cc £25,000



1930 OEC V Twin 750cc £20,000



1937 Rudge Rapid 250cc £5,850



1966 Triumph Tiger Cub 200cc £3,500



1952 Triumph 5T 500cc £6,650



1957 Velocette Venom 500cc £7,500

1937 AJS model 26 350cc oily rag £5650
 1926 AJS G2 V-twin 799cc gleaming machine £20000
 1921 AJS Model D 800cc lovely v-twin outfit £21500
 1938 AJS model 2 990cc v-twin £22500
 1959 AJS V-Twin 990cc interesting special £12650
 1955/58 ARIEL VH 500cc choice of 2 £4500
 1956 ARIEL VB 600cc ride and restore £3000

1929 BAKER Model 60 250cc outstanding machine £7000
 1934/36 BSA B2 250cc choice of 2 £4650/£3450

1936 BSA B18 250cc mellow machine £4250

1959/61 BSA C15 250cc choice of 2 £1400/£2500

1937 BSA EMPIRE STAR 350cc smart machine £5850

1936 BSA EMPIRE STAR 500cc desirable machine £9850

1929/1930 BSA SLOPER 500cc choice of 2 £9250

1925 BSA S25 500cc good one! £9250

1921 BSA A-v twin 770cc the legendary taxi bike £15250

1932 BSA v-twin 3 wheeler 1021cc red and white £15000

1951 CONDOR A580 580cc Swiss Army Boxer twin £5500

1959/60/63 EXCELSIOR Consort 98cc choice of 3 £1650/£1800/£1850

1934/39 FRANCIS BARNETT Cruiser 250cc choice of 2 £3500/£4000

1955 MATCHLESS G80S 500cc Delightful machine £4350

1920 MATCHLESS H2 1000cc outfit restorers dream £14500

1925 NER A CAR C 350cc rare project running for restoration £9500

1930 NORTON model 20 500cc twin port OHV £18500

1929 NORTON CS1 500cc OHC first cammy £25000

1960 NORTON Dominator 99 600cc choice of 2 £6250/£6750

1930 OEC v-twin 750cc unique! £20000

1953/55 PANTHER model 65 250cc choice of 2 £3500/£3250

1961 PANTHER 120 650cc big pussy £5650

1944 ROYAL ENFIELD WCO 350cc ex WD in civilian maroon finish £4000

1960 ROYAL ENFIELD Indian Chief 700cc rare and beautiful £12650

1937 RUDGE RAPID 250cc fresh from storage £5850

1938 SCOTT 600cc 2 stroke twin £7500

1931 SUNBEAM Model 9 500cc stylish machine £9250

1961/66 TRIUMPH Tiger Cub 200cc choice of 2 £2750/£3500

1964 TRIUMPH 3TA 350cc nice in blue £3650

1952 TRIUMPH 5T 500cc tele rigid £6650

1925 TRIUMPH Model P 500cc smart machine with local history £8000

1963 TRIUMPH 500cc unit twin in gleaming T100R trim £4250

1936 VELOCETTE KSS 350cc OHV smart pre war cammy £12250

1957 VELOCETTE Venom 500cc smart example £7500

1913 WALL Autowheel 112cc budget Pioneer bike £4000

FOR CURRENT STOCK PLUS LOADS OF INFO SEE OUR WEBSITE

WWW.andybikes.com

GOOD PRICES PAID. IMMEDIATE DECISIONS. NO MESSING

TEL: Andy or Jo (01728) 724321

**Old Railway Station, Station Road, Framlingham,
Woodbridge, Suffolk IP13 9EE. Mobile 07802 896114**

email: andybikes@hotmail.com



**"WITHYCOMBE", STATION ROAD,
CHRISTIAN MALFORD, WILTSHIRE SN15 4BG**

TEL/FAX: 01249 720448

MOBILE 07711 156919

www.gbmotorcycles.com



1966 Triumph 6T
Choice of 3 from £6k

1959 Triumph 3TA
Nice one £3750



1970 Triumph T120
Superb just in £9750

1970 Triumph T120R
Nr Mint £9500



1958 Norton 99 w/l
Matching £6950

1961 Norton 99 s/l
Superb condition £7000



1963 BSA A7 SS
Last year £5250

1970 BSA Victor Special
Nr Mint £6500



2014 Royal Enfield 500
400 mls £3500

2012 Kawasaki W800
Mint example £5250

All British Motorcycles purchased.
We pay top prices for first class machines.
Distance no object just ring 01249 720448 or 07711 157197 (1900-2200)
****New opening hours weekdays by appointment please**
Saturdays open all day 9.00-4.00 Evening hours by appointment
Email: Britishbikeman@btinternet.com

TRADING POST

BOOK YOUR AD ONLINE NOW || online www.classicbikeguide.com || post/fax Fill in the coupon on page 110

CBG'S PICK



NORTON COMMANDO 750 Interstate, 1972.

Boyer ignition, uprated alternator / regulator, halogen headlamp, LED side and stop/tail bulbs. Belt primary, dry clutch. Single carb, Progressive fork springs. £6750. Charlie, 01642 881490 or 07981 141886. North Yorks/Teesside



HONDA C90M electric starter, 1987, 24,000 miles, clean reliable, runs well, MoT, £1000 Tel. 01227 456033 Kent



HONDA CB400 Superdream, 1980, with current MoT, £1250 or exchange British classic, cash difference paid. Tel. Pete 01905 21667 anytime Worcs



HONDA CB650Z 1980, in good unrestored condition, MoT, November 2015, starts & runs well, Motad four into one exhaust, £1850 ono Tel. 01204 702011 Suffolk



HONDA CB72 Dream Sports classic bike 250 twin, 1966, vgc, good runner, very rare & collectable bike. Tel. 01621 772401 Essex



HONDA CD200 BENLY excellent condition, fully serviced, 12 months MoT, £1950 Tel. 01923 461289 Hertfordshire



HONDA CL175 1970, 8000 miles, MoT, Street Scrambler, rides great, new tyres, points etc imported three years ago, £2450 ono Tel. 07770 115727 Surrey



HONDA DEAUVILLE good condition, garaged, v/reliable, 12 months MoT, Honda screen & standard screen included, two new tyres, £1690 ono Tel. 07980 395470 Gwynedd



HONDA DEAUVILLE 650 2000, 24,000 miles, no MoT at present, comes with two new tyres (not fitted) good condition for year, £1500 Tel. 01253 826958 Lancs



HONDA GL1000 1976, new, s/s exhaust, front brakes, tyre & w/ bearings, cam belts, grill, recon fuel temp gauges, battery, £3000 p/x Tel. 01162 234757 Leics



HONDA XBR good condition, converted to off side gear lever, Brit style, price includes good standard exhausts, £1450 Tel. 0208 3045132 for details Kent



HONDA XL 250 Engine only, plus other spares, cylinder heads, rockers, casings, 4 carbs, sold as lot, may split, £180 Tel. 074340 40520 Lancs



HONDA XL TRAIL 1984, twin shock, nothing missing, full MoT, V5 in my name, runs fine, lights, panels, clocks all there, £1450 Tel. 074340 40520 Lancs



JINCHENG MONKEY BIKE 2001, 90cc, dry stored many years, only 20km from new, spare unused 110cc engine/gearbox, £750 inclusive Tel. 02085 080073 Essex



KAWASAKI W800 Retro, black, 2013 model, superb example, 5k miles, chrome rack, £4850 Tel. 01285 861462 Wilts



MAICO 250 1978, very good condition, works performance rear shocks, rental bars, £2350 Tel. 07794 794620 Oxfordshire



MATCHLESS 350 G3 1961, excellent bike, very easy starter & a pleasure to ride, £3500 ono Tel. 01724 712653 Lincs

VENTURE CLASSICS



Norton 99 Dominator; 1956, model, matching numbers, nice machine that runs and rides very well £7,195



Norton 850 Commando Hi-Rider; 1974, matching numbers, extremely rare model, excellent example £7,250



Triumph 5T Speed Twin; 1959, matching numbers, original reg, converted 650cc, really lovely machine £6,250



Indian 600 Scout; 1925, restored some time ago and little use since, could do with some fettling £17,995



Tri-BSA 750 Café Racer; 1954 B31 frame, big bearing 750cc pre-unit Triumph engine, 4LS Grimeca, superb build £10,750



Velocette Mk1 KSS (KTT Rep); 1932, original engine & frame numbers, beautifully restored, runs well £12,995



Triumph T150V Trident; 1975, matching nos., last owner 15 years, well sorted, nice machine ... £5,750



AJS Model 31CSR; 1964, best and last of model, well sorted, ex-Frank Westworth, featured Real Classics £4,995



Ariel 200 Arrow, 1965, nicely restored some time ago and still very smart, quite a rare model today £2,995



Triumph T100 Wasp Flat Tracker; built by Mac Taylor, AMC box, roadholders, featured CBG 04/14 £7,695

AJS Model 18; 1950, well sorted but slightly scruffy £T.B.A.

Douglas Dragonfly; 1957; engine & gearbox rebuilt by specialist; nice riding machine.....£T.B.A.

Gilera 124 Seigiori 124; 4,000kms from new £2,250

Hesketh V1000; 1982; 3k Miles from new; full history; superb example throughout.....£12,250

Honda CB400 Super Dream Auto; 1979, red, unusual and very original machine £1,595

Moto Guzzi Mk2 Le Mans; 1980; nice original machine.....£4,995

Nimbus 750 Series C; 1951, Red runs and rides really well ...£7,995

Made in Italy MOTORCYCLES

Baines Imola 900 really nice	£12,500
Benelli Tornado Tre factory race bike	POA
Bimota V Due Trofeo brand new	£23,000
Bimota SB4 excellent	£12,000
Bimota DB2SR good.....	£7,000
Bimota DB8 2010, fantastic, just reduced.	£9,950
Bimota HB2 V good.....	£12,000
Ducati super twins race bike, great spec.	£5950
Bimota Tesi 2D	£24,000
Ducati 450 street Scrambler, mint.....	£9,000
Ducati 450 Desmo 1969, very rare, excellent	£11,500
Ducati 750GT good.....	£14,950
Ducati 750 sport/GT project.....	£14,000
Ducati 750F1 Laguna Seca, really lovely.....	£18,950
Ducati MHR 900, 1981, Good, just reduced	£10,500
Ducati MHE 900 brand new.....	£18,000
Ducati 900SS, lovely.....	£18,000
Laverda Mirage, excellent.....	£7950
Laverda SF 750 1973, Choice of 3.	£6250-£7500
Laverda SFC replica, really nice	£8750
Laverda CND850 stunning.....	£17,000
Mondial Piega as new	£17,500
Moto Guzzi 500GTV 1938, really lovely with fantastic patina, just reduced.....	£13,000
Moto Guzzi 250 Airona 1st series, really lovely	£8500
Moto Guzzi Super Alce, 1951 fully restored	£6500
Moto Guzzi LeMans 1 replica choice	£5500-£6750
Moto Guzzi LeMans, 1 very original.....	£10,950
Moto Guzzi Falcone Turismo, V good, just reduced.....	£9,950
Moto Guzzi V7 racer 2012 as new.....	£6500
MV Agusta Serie Oro, stunning.....	£25,000



Ducati 250 Desmo twin filler £12,500



Moto Guzzi 850GT one owner..... £7950



Laverda SF 750 1971 £5250



Ducati 350 Desmo Race Bike, high spec. £9000

Unit 8c, Stowmarket Business Park, Ernest Nunn Road, Stowmarket, Suffolk, IP14 2AH

Tel: 01449 612900

Web: www.madeinitalymotorcycles.com Email: john@madeinitalymotorcycles.com

Tuesday-Saturday 8.30am-5.00pm. Please call first if travelling any distance

Italian Bikes always wanted any condition. Try Us.

££££££££££

WANTED

ALL CLASSIC / VINTAGE MOTORCYCLES

**Any motorcycle
Any Condition**

Or your Complete Collection

FROM BARN FINDS TO CONCOURS

PAYMENT IN CASH OR TRANSFER

INSTANT DECISION

INSTANT COLLECTION

DISCRETION ASSURED

TEL: MOBILE 07973 11 12 13

OR 020 8997 2421 AND ASK FOR FRANK

EMAIL: fjk222@hotmail.com

www.ventureclassics.com

Part exchanges welcome

Similar Motorcycles Wanted for Cash

**Telephone: 01531 671134 or 07748 114339
in Herefordshire, by appointment only**

TRADING POST

BOOK YOUR AD ONLINE NOW || online www.classicbikeguide.com || post/fax Fill in the coupon on page 110



MATCHLESS 650CSR 1963, MoT July 2016, vgc, low mileage since rebuild, original green log book with matching numbers, £5000 Tel. Mike 01357 522210 Glasgow



MATCHLESS G3L original 1960 with log book, lovely bike in good condition, £2500 Tel. 02084 674670 Kent



MORINI STRADA 1975, lots of work carried out with bills to prove, good runner & great looking bike with Akront ali flanged rims, £2750 ono Tel. 07779 914278 Leics



MOTO GUZZI V50 Mk11, 1980, vgc for the year, stainless down pipes, overhauled forks & brakes, rack & top box, MoT March 2016, used regularly £1500 Tel. 01179 492097 Bristol



MOTO-MORINI 3-5 Sport 1980, ethanol treated tank, seat recovered, new tyres and MoT, fantastic performance, £3495 Tel. 01403 752885 Surrey



NEW MAP 125cc twin port engine, 1949 French, rebuilt engine, new carb Amal up & running, new paint job, £1800 ono Tel. Dez 07920 854826 Berkshire



NORBSA 650 1960, Featherbed wideline frame rebuilt Super Rocket engine, thousands spent, beautiful Cafe Racer, £5250 ono Tel. Mike 07783 557810 Wiltshire



NORTON COMMANDO 1972, owned since new, Commerfords bill of sale & history, very original, 200 miles since recent major overhaul by Norman White, £7000 Tel. 0794 706 7045 Oxfordshire



NORTON DOMINATOR 99 Slimline, 1962, in really good trim, not concours, runs & rides beautifully always well looked after, a head turner, £5950 Tel. 07710 381221 Surrey



NORTON MODEL 50 350cc, 1957 pre-featherbed model, vgc especially paintwork and mechanicals, has had recent top end rebuild, comes with V5C, £5200 Tel. 07813 037544 London



PANTHER M120 40 year barn find project, c/w spares, original reg V5C, restored, matching sidecar, chassis, spare wheel, 5-seater, Watsonian body included, £3250 ono Tel. 01297 7489578 Dorset



ROYAL ENFIELD Bullet 35, 1957, complete rebuild inc engine, 400 miles only, documentation tools, history, spare engine, only 1200 miles, reluctant sale, £2400 Tel. 01489 893650 Hants



ROYAL ENFIELD Bullet Electra X 2007, 7600 miles, five speed, electric start, new Avon tyres, spare set of tyres, vgc, MoT, £2000 ono Tel. 07854 387346 Northants



ROYAL ENFIELD 350cc SV, 1946, used in end of WWII, all docs, good fun, spares, has been running, needs head gasket, attached to Monaco sidecar, £3950 firm Tel. 01727 822658 Herts



ROYAL ENFIELD Clipper, 250cc year 1961, just been fully restored, old buff log book and V5C, loads spent, bargain £1750 Tel. 07443 642408 West Yorks



ROYAL ENFIELD Continental GT 250cc, 1967, vgc throughout, alloy fuel tank & new carb recently fitted, 5 speed, MoT, £3600 Tel. 01325 484691 Durham



ROYAL ENFIELD bullet 500, 1997, black and chrome, nice condition, good runner, MoT Sept 2015, £1600 Tel. 01216 863275 West Midlands



ROYAL ENFIELD classic chrome 2014, 690 miles, immaculate after market exhaust for real Brit single sound, £3500 Tel. 01934 623566 Somerset



ROYAL ENFIELD Olympic, 1966, 12 months' MoT, 12v Boyer ignition, 2k miles since rebuild, £2500 Tel. 01329 667747; 07790 882776 Hants



CAROLE NASH

30TH BIRTHDAY

The care it deserves

**Classic Bike
insurance**
0800 781 9291

Carole Nash Insurance Consultants Ltd
is authorised and regulated by the
Financial Conduct Authority.

PHOTOS AND REPORTS
AVAILABLE, DELIVERY AT COST



54 BSA B31, honest 350.....£3,995

www.PembrokeShireClassics.com



66 R/E Crusader Sports 250.....£2,950

Call ANTHONY
07866 637792
ALISTAIR
07794 100386
or **01834 860505**
Viewing by Appointment

PembrokeShireClassics.com



94 BMW F65 Funduro, mint. £1,995

CLASSIC BIKES ALWAYS
WANTED, CASH PAID



55 Ariel HS500 Rep, great bike.....£4,500



77 Suzuki TS250, lovely stroker.....£2,495

We now stock a range of excellent Batri Bike electric pushbikes... Ask for details... Ideal for camper/caravan
Lots more bikes in stock! Visit www.pembrokeShireClassics.com for more bikes to ride or restore



60 Triumph 5TA Speed Twin,
matching.....£4,250

YEOMANS



MOTORCYCLE SPARES

THE HOLDINGS, WILDMOOR LANE, WILDMOOR, BROMSGROVE, WORCESTERSHIRE B61 0RJ.
Tel 0121 453 8886

BRITISH MOTORCYCLES & RESTORATION PROJECTS
SOLD ON COMMISSION BASIS Call for information

OVER 200 TONS OF GENUINE BRITISH SPARES

PLEASE LOOK AT OUR WEBSITE
FOR FURTHER INFORMATION

NEWLY CONSIGNED
1938 MODEL 9 SUNBEAM EX WD
2X 1970S BENELLI SEI
2X 4 PIPE ARIEL SQ 4 ENGINES
AND SPARES
COLLECTION OF KAWASAKI
Z1300'S
SPRITE TRIALS BIKE
350 DB32 GOLDSTAR
ENFIELD 500 BULLET
BSA B25

SERVICES Wanted British and Pre 1970 motorcycles, spares and ephemera. Single machines to completed collections, Shed, Garage or attics cleared. Professional valuations for both insurance and probate. Discretion assured. Auctions organised in conjunction with long established classic vehicle auctioneers. Motorcycles sold on a commission basis. Part exchange welcome.

NEWLY ARRIVED CONSIGNMENT FROM FRANCE:

1930S Peugeot
C.1960 Ratier
(Ex Presidential Escort Bike)
C.1960 500Cc Terrot
1970S 125 Harley Davidson
Also On Consignment:
Emc
Emc Special
Sunbeam S8

NOW IN STOCK

BSA Rocket
Goldstar project
• Rocket Goldstar
Spitfire restored
• BSA Super Rocket
restored
• UK Rocket
Goldstar project
• 1918 Indian
Powerplus sidecar

2x Norton featherbed frames,
1 with V5
BSA A10 rolling chassis with V5
1954 BSA A10 with V5

PROJECTS

1967 Bultaco metrella
Norton model 7
Norton ES2
BSA 350 Empire Star

BSA A65 Lightning
Rocket
Pre war MAS Milano
OHV 350
1940s MM500
ENGINES

DA10 Goldflash
Blackburn 350
BSA B31
Triumph T120 unit
Tri TR7
Tri TR6
Tri T100 pre unit
Tri pre unit all alloy
750
AJS Twins/Singles
+ many more

BIKES

1913 Wall Autowheel
BSA A10 Spitfire
immaculate
BSA A65 Firebird
Francis Barnett 197
1967 Triumph

Bonneville
Triumph Tiger 90
Norton ES2
BSA A10
Triumph 21
BMW R69
Triumph Tiger Cub
A65 Thunderbolt
4x Capriolo
GEARBOXES

BSA S/A and Plunger
Norton AMC
Norton Laydown
Triumph unit/pre-unit
Matchless AMC
Matchless Burman
Burman
Albion + many more

FORKS

Large quantity
BSA forks
Triumph
Norton
Ariel

Matchless PETROL TANKS

Tri 100, T120, T140
BSA A/B type
Norton
+ many more

FRAMES

BSA Sloper 1932
BSA Sloper 1930 with V5
Panther front section
Enfield military rigid
Ariel Sq 4 with V5
Triumph Bonneville
BSA all models
AJS/Matchless
Royal Enfield
Ariel
Triumph all models

WHEELS

BSA
Triumph
AJS/Matchless
Ariel
Norton

Please see motorcycle stock on: www.yeomansmotorcycles.com

Tuesday 1.30 - 5.00pm; Thursday 1.30 - 5.00pm; Friday 1.30 - 5.00pm; Saturday 11.30 - 5.00pm OTHER TIMES BY APPOINTMENT

Unit A4, Northfleet Industrial Estate,
Lower Road, Northfleet, Kent DA11 9SN

Clarke's Classics

British & American bikes always wanted.
Call Phil now on 01322 383431.
Evenings 01732 822475.

E-mail: info@clarkeclassics.co.uk



1955 T110.....£7750



1967 TR6.....£9000



Rickman Matisse 650cc.....£9000



Daytona 1973.....£4750



1965 Bonneville.....£9500

BSA A10 Gold Flash 1955 Excellent.....£5000
BSA Rocket Goldie Replica.....£9000
BSA ZB31 350cc 1952 Plunger.....£4250
Harley-Davidson Wideglede 2005.....£8500
Harley-Davidson 100th Anniversary 1450cc £11,000
Rickman Triumph Matisse 650cc.....£9000
Triumph T110 650cc 1955 Very nice.....£7250
Triumph TR6 SS 1962 Restored.....£9500

Please visit: www.clarkeclassics.co.uk

Triumph TR6 1967 Restored.....£9000
Triumph TR6C 1971 Restored.....£7000
Triumph TR6 1972 Restored.....£6500
Triumph T120 1965 Restored.....£9000
Triumph T120 UK Spec 1969 Restored.....£9000
Triumph T140 US 1978 Very good.....£4250
Triumph T140V 1979 Restored.....£6000
Triumph T150T 1972 Very good.....£7000



£6500

TRADING POST

BOOK YOUR AD ONLINE NOW || online www.classicbikeguide.com || post/fax Fill in the coupon on page 110



ROYAL ENFIELD 61 Continental 250cc long MoT, new carb & battery ready to ride, £3250 oono Tel. 07980 925098 Shropshire



ROYAL ENFIELD 1967, Continental GT owned for 12 years, new Alloy Hitchcocks fuel tank apart original & correct with dating certificate, £2800 firm Tel. 01832 731844 Northamptonshire



ROYAL ENFIELD Bullet 500, 07, classic engine, 12 months MoT, 2303 miles, some mods, £1950 oono Tel. 07904 520245 West Midlands



ROYAL ENFIELD K31 1930, 976cc, v/twin original reg number, vgc, good starter, done many Banbuys, £15,000 Tel. 07814 104934; 02920 751644 South Glamorgan



SIDECAR CHASSIS lightweight, early sidecar chassis Watsonian?, fair condition 21" wheel, £200 Tel. 01535 611181 West Yorks



SUZUKI GAMMA 125cc, 1984 race, sprint, parade, Interpan, Scitsv, new tyres, goes and handles well, very good inside and out, bargain, £1400 Tel. Trev 01609 777260; 07976 788976 N Yorks



SUZUKI GS 850 excellent condition, great mechanically, MoT, reliable, reluctant sale, low mileage, having to sell due to looking after elderly parent, no time to enjoy, £2500 Tel. 07857 926724 Lancs



SUZUKI RV50 Monkey Bike, 50cc rare, concours condition, as new, £2750 ovno Tel. 01664 474894; 07773 881441 Leics



SUZUKI TS185ER 1981, twin shock two stroke, MoT April 2016, 9500 miles, recommissioned not restored, £1500 oono Tel. 01969 667416 North Yorkshire



SUZUKI TS250M 1977, very clean, very original, not much needed to make perfect, UK bike, 12 months MoT, starts, runs & rides great, £2795 Tel. 07984 608285 Beds



TRIUMPH 3TA 1963, matching numbers, new forks, shocks clutch housing and cork plates, tyres good, Sorn for the last four years, £2200 Tel. 01502 582256 Suffolk



TRIUMPH BOBBER 650cc, complete rebuild, Duplex frame, 9-stud head, c/w spares, £5500 Tel. 07516 526252 for more details. Durham



TRIUMPH BONNEVILLE 1962, US spec, flamboyant flame and silver, matching numbers, pristine restoration, £12,500 Tel. 01932 231615; 07789 230684 Surrey



TRIUMPH BONNEVILLE 1977, Silver Jubilee, 18,000 miles between 1977-1980 then garaged until 2013, new stainless master cylinders, ride or fully restore, £4500 Tel. 01424 425199 East Sussex



TRIUMPH BONNEVILLE T120 1970, concours condition, matching numbers, American Spec, 12 months MoT, owned since 2006, £9750 Tel. 01242 672221 Gloucestershire



TRIUMPH BONNEVILLE T100 1960, 1961 model, low mileage since rebuild, 2LS front brake, Newby belt drive, spare parts included, £8250 Tel. 07729 031049 Grt Manchester



Maldon Shot Blasting & Powder Coating Ltd

Announcing our new 15yr* anti corrosion warranty • Quality work is priceless.
Don't leave it to chance do it once do it right.

"When quality of work matters call us" - All work comes as standard 5 year warranty Collection & delivery throughout the UK & EU. No job too small

ALL EUROPEAN & OVERSEAS ENQUIRIES WELCOME Look out for new website for the EU and UK

www.ctc-powder-coating.co.uk www.powdercoated-customcarparts.co.uk

email: msbpcl@googlemail.com 2a-3a Benbridge Ind Est Heybridge, Maldon, Essex CM9 4ER Tel. 01621 841100

WANTED

Classic and vintage motorcycles.
Also wanted: classic and vintage sports cars.

Complete collections purchased, any
condition from barn finds to concours.

Immediate cash settlement - discretion assured
Our buyer will call any location

Call now
07881 900076 or 01252 612245

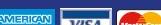
OXFORD CLASSIC HONDA

Visit our website on: www.classichondamotorcycles.co.uk

1971 BRIDGESTONE 90 DELUXE UK bike project.....	£795	1999 KAWASAKI ER500 runs well.....	£695
1981 HONDA C90 very original.....	£1095	1973 KAWASAKI S2A lovely example.....	POA
1983 HONDA XL250R excellent original condition	£2250	1994 KAWASAKI KE100 vgc. MoT.....	£950
1976 HONDA CB125 very original	£1295	1982 MONTESA COTA 349 runs well	£1050
1977 HONDA CB750/K4 K7 4 pipes, long MoT	£3295	1987 MZ ETZ 125 long MoT.....	£550
1963 HONDA C200 runs well, UK bike	£1095	1967 PERIPOLI GIURIELLA 50cc, no docs.....	£595
1969 HONDA SS125 project	£695	1970 PUCH MAXI one owner, very tidy.....	£495
1969 HONDA CD175 SLOPER very original.....	£1395	1981 SUZUKI GSX250 PROJECT runs.....	£395
1984 HONDA CF70 CHALY original condition.....	£895	1975 SUZUKI GT750 IMPORT runs well.....	POA
1985 HONDA VISION low mileage.....	£450	1975 SUZUKI GT185 pretty bike, long MoT	£1650
1975 HONDA PC50 long storage.....	£595	1973 SUZUKI B120 project, runs fine	£695
1962 HONDA C92 sound runner.....	£1495	1972 SUZUKI GT380J US import, vgc.....	£3495
1970 HONDA CL175 good sound import.....	£1595	1985 YAMAHA MS50 POPGAL MoT.....	£650
1966 HONDA CB160 tidy bike, MoT	£1895	1987 YAMAHA RX500 very original.....	£1095
1976 HONDA CD175 good sound bike	£1250	1978 YAMAHA RD250 runs well, matching numbers ..	£2250
1966 HONDA CL77 lovely condition	£3995	1973 YAMAHA RD350 IMPORT UK reg, matching numbers.....	£2895
1977 HONDA CB750/K4 K7 good condition	£2495		

TELEPHONE: 01865 326358 MOBILE: 07790 269020

CLASSIC JAPANESE MOTORCYCLES BOUGHT AND SOLD



PX ALWAYS WELCOME, MANY JAP SPARES IN STOCK



1966 Triumph T120R 650 Bonneville, beautiful restoration.....	£9999
1968 Triumph T120R 650 export Bonneville, matching numbers, totally original.....	£9999
fantastic condition.....	
1965 Norton 750 Atlas twin, matching numbers, outstanding condition.....	£8999
1974 Norton Commando 850 MKIIA Interstate UK bike, all original.....	£8999
1960 Norton Model 50 350 single, wide line featherbed frame, matching numbers, superb restoration.....	£7999
1958 Matchless G11CSR 600 sports twin, original restored.....	£7999
1955 AJS model 18S 500cc single, 9000 miles, totally original.....	£6999
1973 Kawasaki S1A 250 2T triple UK bike, mint, restored.....	£6999
1965 Triumph 21 350 Twin, matching numbers, very clean, ride away classic.....	£4999
2008 Royal Enfield 350 Bullet Classic, delivery miles only.....	£2999

PX WELCOME,
CASH FOR YOUR
MOTORCYCLES

WE CAN DELIVER.

LOCATED IN
EAST SUSSEX,
ENGLAND

PHONE
07989 751567

See our photos
on the web

@classicbikes_sussex

Email: paul@classicbikes-sussex.co.uk www.classicbikes-sussex.co.uk
CHECK OUR WEBSITE FOR DAILY STOCK UPDATES

www.drclassic.co.uk

D. R. Classic Motorcycles Ltd. (Burton-upon-Trent) Tel: 01283 536379

Post-war British & German Classic bike enthusiasts

Export no problem!

WANTED!
WANTED!

CLASSIC

MOTORCYCLES

ALWAYS WANTED!

Bikes & collections bought
outright for cash
In all conditions.

Delivery & Collection Service



D.R. Classic Motorcycles Ltd.

VIEWING STRICTLY BY APPOINTMENT ONLY!!!



TEL 01283 536379 MOB 07889 292536 richard@drclassic.co.uk

Many more bikes!! Range of 50-60s & 70's classics always in stock –
Check out the website! www.drclassic.co.uk

OWENS MOTORCYCLES

AJS 16MS 350cc fantastic restored condition, great runner, must be seen 1955.....	£3495
AJS model 30 with Watsonian Avon sidecar very nice original condition, must be seen, 1957 £3595	
AJS 16MS 350cc in CS Trim good reliable bike current MOT 1961.....	£2,395
AJS model 14 nice original condition, runs well currently SORN 1962.....	£1395
BSA Wassell trials bike for restoration very rare number 41 of 50+.....	£995
BSA M20 ex WD nice restored condition, just arrived 1944.....	£4495
BSA A10, black and chrome, lovely restored condition, must be seen, 1961.....	£3995
BSA B175 nice original condition, good runner, 1971, no V5 hence.....	£995

BIKES CURRENTLY BREAKING: BSA A7/A10 B31/33 C10/11/12/15/25 B25, A50/65, BANTAM B40/144, TRIUMPH T140/T120/10/90/3TA/5TA/T20 CUB, NORTON 88/9/50/ES2/16H/COMMANDO/LT/AJS/MATCHLESS G3L/G80.

JUST IN FOR BREAKING - BSA B50 SS 1971, BSA B44 VS 1969. • Large amount Enfield Twin Spares 500/700/750.

British Motorcycles & Spares Bought & Sold

Specialists in second-hand spares for BSA, Triumph & Norton + others

7 Poyer Street, Wrexham, LL13 7RP North Wales Email: eldon@owensmotorcycles.co.uk

Please look at our New Website www.owensmotorcycles.co.uk

Tel: 01978 266087 MOBILE 078028 11803

New opening hours Wednesday - Saturday 9am - 5pm please phone first to avoid disappointment

SADDLEWORTH

MACHINES IN STOCK INCLUDE ...

1962 Aermacchi ala Verde	£3750
1928 AKD model 58	£6250
1959 Ariel Arrow 250	£2450
1994 BMW K75RT	£1250
1955 BSA Rocket Goldie replica 650	£5950
1961 BSA B40 350	£2950
1968 BSA A65 Lightning 650 (ISDT style)	£4250
c.1959 F.B. Mondial 125	£1500
1982 Honda/Coventry Climax 850 Special	£850
1936 Sunbeam model 9	£9850
1964 Triumph Twenty One 350	£3500
1963 Triumph TR6SS 650	£7250

MORE BRITISH BIKES URGENTLY REQUIRED

Spares purchased and for sale - machines sold on commission

BRITISH TYRES AT DISCOUNT PRICES

Callers Welcome, but please telephone first to avoid disappointment.

Normally open Tues. to Sat 9.30am to 5pm

Knarr Mill, Oldham Road, Delph, NR Oldham, Lancs OL3 5RQ.

TELEPHONE (01457) 872788

Email: saddleworth@classicmotorcycles.fsnet.co.uk

Web: www.saddleworthclassics.co.uk

TRADING POST

BOOK YOUR AD ONLINE NOW || online www.classicbikeguide.com || post/fax Fill in the coupon on page 110



TRIUMPH DAYTONA 1000cc, 4 cylinder serviced, excellent condition, MoT, 38k miles, too heavy now, £1950 Tel. 0115 8547932 for further enquiries. Notts



TRIUMPH MX500 1972, 5TA engine, MX oil in frame, stored for 30 years, ideal restoration project, £2500 Tel. 079560 24349 W Mids



TRIUMPH SPEED TRIPLE ongoing project, 2000 spent on engine alone, 3-1 exhaust, new chain & sprockets, new tyres, MoT, £2500 ovno Tel. 01594 823940 Gloucs



TRIUMPH T120 650cc, 1967, UK bike matching nos, excellent condition, nice to ride or investment, £7500 Tel. 01706 852775 Lancs



TRIUMPH T120 1969 matching nos, has been store for last 23 years, tested, nice to ride or investment, £8250 Tel. 01706 852775 Lancs



TRIUMPH T140V 1978, Bonneville, engine runs well, bought to restore but illness forces sale, great restoration project, matching numbers, £2700 ono Tel. 07873 848728 Northants



TRIUMPH T21 rare opportunity, one owner, original, matching numbers, 600 miles since engine rebuild, Rodark panniers, on Sorn, years MoT, £3850 Tel. 01579 362940 Cornwall



TRIUMPH T509 Speed Triple, R reg, standard spec, only 8600 miles, owned 14 years, very nice condition, £1650 Tel. 01332 842536 Derbyshire



TRIUMPH THRUXTON 2011 (61), less than 1000 miles Datatool alarm, Triumph after market pipes plus standard, MoT until January 2016, fsh, £5650 ono Tel. 01902 609122 West Midlands



TRIUMPH TIGER 110 £3750 Tel. 01753 574765 Berks



TRIUMPH TIGER CUB Ex French Army, concours condition, £3975 firm Tel. 01664 474894; 07773 881441 Leics



TRIUMPH TROPHY rare 1970, carefully restored to mint original condition over an 11 month period, starts & runs well, £6250 Tel. 01395 278966 Devon



TWO CLASSIC BIKES for sale Yamaha XT250 and Honda XL250 both imports and both running good rolling restoration. Tel. 07778 597170 East Yorkshire



VELOCETTE MAC 350cc, all original bike, near mint condition, concentric carbs, rev counter, £5500 ono Tel. 01768 8686565 Cumbria



VELOREX S/SEAT single seat s/car, good condition, 16-wheel, some fittings, £400 ono Tel. Alan 07946 485404 Notts



YAMAHA FZS600 One owner, low mileage, new tyres, taxed/Mot, top box, regularly serviced, £2000 Tel. 07821 621124 Essex



YAMAHA SR125 1992, MoT expires Feb 2016, very low mileage of 01271! excellent condition, almost like new, £1050 ono Tel. Dennis 01227 740909 Kent



YAMAHA VIRAGO 535 W reg, 2000, MoT June 2016, fitted with screen & rear carrier, toolkit & two keys, new battery, £2275 Tel. 07896 608341 Essex



YAMAHA VMAX carbon black full power VMax, very near to standard but with gorgeous Delkevic cans, standard silencers included in sale, Tel. 07751 585571 Bucks



CAROLE NASH
30th BIRTHDAY
The care it deserves

Classic Bike insurance

0800 781 9291

Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority.

SERVICES GUIDE

ACCESSORIES



TV presenter Henry Cole's selection of T-Shirts DVDs Accessories

BLAST CLEANING



Works: 01895 263890

Heathrow, Middlesex

eltec100@btconnect.com

Quote
CBG

VAPOUR - BEAD - GRIT - ULTRASONIC

Fine Limit Cleaning and Finishing Specialists.

Also Welding, Stove Enamel & Powder Coating

www.classicmagazines.co.uk

CARBURETTORS



SERVICES INCLUDE:
Ultrasonic Cleaning,
Vapour & Soda Blasting.
All Alloy Components
can be cleaned using
our machinery.
For Example, Crank Cases,
Cylinder heads etc.



Using Ultrasonic
and Vapour
Cleaning



We specialise in the cleaning of all internal & inaccessible passageways of most mechanical alloy components, we specialise in the motor industry.
See us at Netley on the 4th Sep and Stafford at Stand No. Main Hall 121 and 122

CALL CHRIS CLAYDEN ON 05602 051339
OR VISIT WWW.CARBCLEANING.COM

BIKE COVERS

	Outdoor	In-Garage	Bike Bag	
	FULL SIZE	TOP SIZE		
Ariel Leader	£57	£31	£40	£117
BSA Bantam	£50	n/a	£36	£104
Norton ES2	£53	£31	£38	£117
Triumph Trophy	£59	£31	£42	£117
Velo Venom	£53	£31	£38	£117
Vincent Rapide	£59	£31	£42	£117

All prices include: VAT, FREE DELIVERY and HOLDALL
We also cover combo, cars & caravans

01933 410851
Mon-Fri 9-5.30, Sat 9-12.30
Rushden NN10 0YD

CHROMING

Quality Chrome Ltd

SPECIALISING IN NICKEL, COPPER, CHROME, GOLD PLATING, FULL METAL POLISHING SERVICE, ELECTRO-PLATING OF STEEL, COPPER, BRASS AND MOST ALLOYS.

There are many Chrome Platers - but few can actually deliver the goods. We Can! FACT
We can have your parts collected from your door on next day delivery anywhere in the UK. Phone today for friendly advice. Don't throw money at your motorcycle without thinking about it.
Consult the expert in this field.

ALL WORK IS CARRIED OUT BY OURSELVES IN OUR FULLY EQUIPPED PLATING PLANT.

UNIT 1 & 2, MALTON STREET,
WITHAM, HULL HU9 1BA

TEL & FAX
(DAY) 01482 589838

Email: sales@qualitychrome.co.uk
Website: www.qualitychrome.co.uk

ELECTRICAL

AO Services

V Reg 2a Dynamo Regulator £46
LUCAS RITA repairs.

6V and 12V Alternator Regulators £35
Charge indicators £14 and BSM £22
35 Griston Rd, Watton, Thetford, IP25 6DN
www.AOservices.co.uk

01953 884681

DYNAMOS DYNAMOS & only DYNAMOS

Reconned and off the shelf
Lucas E3L, E3LM, E3HM, E3H, E3AR, E3N,
E3MD + Miller

Lucas conversion for Velocette and Vincent

* Range of Spares *Dynamics always wanted*
P Dunn BSc (Hons) Tel: 01782 856839

BRAKES

DELIVERY

THE NAME IN FRICTION YOU KNOW AND TRUST

BRAKE AND CLUTCH RELINING SERVICE

- Professional Service Est 1980
- Classic, Vintage, Specials & Obsolete
- Bonded, Riveted, Machined
- Wide choice of asbestos free lining compounds
- To suit all applications, Road use, Trails & Racing
- 24 Hour mail order service



Custom Brakes & Hydraulics Ltd, Unit 2
Holbrook Rise, Holbrook Ind Estate, Sheffield, S20 3FG
Tel: 01142 767971 www.custombrakes.co.uk

MOTORCYCLE COLLECTION & DELIVERY SERVICE

- Nationwide
- Over 20 years experience
- Fully insured
- Competitive rates
- Secure storage available
- Satellite navigation systems fitting thus ensuring a speedy delivery which can be tracked at any time.
- All vans are fully equipped to hold your item securely.

Call for details

Call **ACCELERATION**

07774 964386 or 01244 532443

www.accelerationcads.co.uk

TRADING POST

BOOK YOUR AD ONLINE NOW || online www.classicbikeguide.com || post/fax Fill in the coupon on page 110

FOR SALE

APRILIA TUONO 1000R 2007, 18k miles, just having valve service, new cossas, MoT 2016, detailed history, too many upgrades to list, £4000 or exchange for well sorted Italian lightweight or British lightweight single or twin. Tel. 07557 518516. Dyfed.

BMW AIRHEAD R SERIES new brake master cylinder (under tank fitting) petrol taps, exhaust balance pipes, Speedos (2) r/counter (2) twist grip with chain & gear, tail light lens, l/h hand crashbar, pair rear shock absorbers (believed R100RS) most ex police stock, Tel. 07810 697904 anytime. Gloucs.

BSA A10 GOLDSTAR etc, gearbox for sale, wanted BSA M20 or earlier gearbox prepared to swap cash either way, why? Tel. Gareth 07811 271702. Mid Glamorgan.

BSA A65 frame s/a units, tank, 1965, c/w V5. Tel. 01524 770340. Lancs.

BSA BANTAM D7 1961, blue/black painted tank model, older restoration but still good condition, just had MoT, owned for 10 years, £1000 Tel. 07813 458452. Notts.

BSA GOLDEN FLASH 1959, absolutely immaculate, complete nut & bolt restoration, 1991, meticulously maintained, garaged, family owned 20 years, new MoT, front wheel & exhausts, some spares, covers and service tools included, £5995 ovno Tel. 01243 771920; 07834 531095. West Sussex.

DOUGLAS PLUS 80 350 flat twin, 1951, bought 1963, 100% dismantled, everything possible renewed with original spares, also every nut, bolt, screw & washer, very advanced features from 1946-on, like 6.5" movement leading link fr/forks with 9" front brake, rear swinging arm, 27+BHP, smooth, superb winter project, £4500 onto Tel. 02086 690503. London.

HONDA 400 (4) 1975-77 engine (less carbs) £225 etc wanted Commando, fastback (steel tank) can be long range type? why? Tel. 01772 783774. Lancs.

HONDA CB500 1997, 500cc petrol green, two owners from new, only 12,800 miles, MoT, still on road runs like new only selling as got new Bonnie, exchange for classic bike or £1200. Tel. 01516 438178 anytime. Cheshire.

HONDA CG125 2006, in unmarked silver, 5000 miles, showroom condition, over 110mpg, utterly reliable, £1400 Tel. 01661 854696. Newcastle Upon Tyne.

HONDA MONKEY 1973, dual seat a non runner, new spare tyre Michelin and innertube. Tel. 07593 535285. East Sussex.

HONDA SUPERDREAM 250cc, 1980, good useable classic, new tyres, side panels, battery, MoT November, ride and restore, or leave as is, £975 onto Tel. 07742 582130. South Yorks.

KAWASAKI E500 project, good runner, needs front tyre front fork seals, everything works, fine easy project, need room, very reliable, £500 onto Tel. 02920 883315. Caerphilly.

MOTO-MORINI3-5 Sport, ethanol treated tank, seat recovered, new tyres and MoT, fantastic performance, maintained regardless of cost, electric start, new battery, rear sets, good starter, loved for 10yrs, £3450 Tel. Malcolm 01403 752885. Surrey.

MV AGUSTA 125 Sport from 1975-1980. Tel. 01926 770123. West Midlands.

MZ TS125 1986 project, was MoT tested last year but never used, good condition for year, will only require a small amount of work for the road, £275 onto Tel. 07538 047943. Leics.

NORTON INTERPOL 2 Ex Leeds police bike; in civilian trim, dry stored, requires battery to start and fuel tank sealing for MoT, £2700 Tel. 07975 716864. Derbyshire.

ROYAL ENFIELD Constellation Airflow, 1961, quite rare reliable owned 39 years, needs a face lift, £3750. Also 1965 750 Interceptor has stood for 20 years runs need alternator and rewire easy restoration, £3000. Tel. 01642 896743. Teesside.

SUZUKI KATANA GS650 shaft, very clean, full test, 4 into 1 exhaust, after market seat with grab handle, £1475 onto Tel. 07941 388317. Cleveland.

SUZUKI TRAILMASTER Monkey Bike, 50cc rare, concours condition, as new, £2750 Tel. 01664 474894; 07773 881441. Leics.

TRIUMPH PARTS Lucas 3ET coil wanted. Tel. 01933 355796. Northants.

TRIUMPH 6T THUNDERBIRD 1952, Sprung hub, unfinished restoration project, matching numbers, original registration, £3500 Tel. David 01416 160496. Glasgow.

TRIUMPH TIGER CUB 1960, matching numbers, crystal grey finish, vgc, recent restoration, modern rectifier, ball-end levers, requires age related registration, various spares and documentation, £2250 Tel. 01462 621537. Herts.

TRIUMPH TIGER CUB T20 1962, 16" wheels, loads of new parts in hand, contact for a list of spares and full particulars. Tel. 01626 201695. Devon.

YAMAHA SQUIRE SIDECAR XS650C 1976, one owner from new, standard original alloy flanged wheel rims, TW in front discs, braced frame coupled to SS white Watsonian squire side car with black upholstery, MoT, £3250 firm Tel. Mike 02380 891221. Southampton.

PARTS FOR SALE

ARIEL ALLOY FRONT HUB and two brake plates/front, correct from 1956, onwards and some BSA models also some Ducati single cylinder spares. Tel. 01539 722461. Kendal.

BOX OF W/BSF and BA spanners, 30 odd rings open end 90 degrees + a few sockets, £25 Tel. 07742 582130. Doncaster.

BSA B31 rolling chassis Goldie spec V5C, engine plates r/ssets, etc, nice condition, £3500 onto B31 bottom end plus spares. Tel. 01723 366100. North Yorkshire.

NORTON HEADLAMP shell from a 1957 19S, complete with speedo, switch, ammeter and mounting bolts/washers, for restoration, some surface rust, no dents, no headlight unit or rim, Speedo not tested, £75 onto Tel. 01623 615909. Notts.

PISTON ORIGINAL Hepolite h/c for 1930 AJS twin port model R12 248cc. (Bore 65mm + .030" x 75mm stroke), £50, will also fit 1931 S12, 33/12, 34/12, 35/12, 36/12, 37/12, 38/12 and 39/12. Tel. Alan 01207 231925. Co Durham.

RC30 FRONT AND REAR WHEELS for sale, front wheels original, with cast iron discs, rear wheel is Maxton 17" in need of respray. Tel. 003538 76538107. Eire.

SEELEY TD2 5 3/4 gallon petrol tank, original, 1973, I can email pictures to interested parties, phone with offers. Tel. 01293 784069. Surrey.

TRIUMPH 1930s Model WA, WO, WL, NM, ND and NT parts, frame £295, rear mudguard £50 (with stays and brackets) tool box (working hinges and lock) £150, can negotiate if all three purchased. Tel. 07812 585815. West Midlands.

TRIUMPH 500 SINGLE 1930s, frame £295; rear mudguard, £50; tool box, £150 all in fair original condition with some paint remaining. Tel. 07812 585815. West Midlands.

TRIUMPH 500 SINGLE 1930s Model WA, WO, WL, NM and NT frame, £295; rear mudguard with stays and brackets, £50; tool box, £150 all original and fair condition with original paint. Tel. 07812 585815. West Midlands.

NORTON 1957, 19S headlight shell, with speedo, ammeter, switch, for restoration. Tel. 01623 615909. Notts.

TRIUMPH PARTS T140 centre stand, £35. T100C Anchor plate HIIIA, £3. Bracket for rear mudguard F5962, £3. Right hand folding footrest, £15. Pre unit outer gearbox cover, T935, £25. Clutch lever T487, £10 plus postage. Tel. 01933 355796. Northants.

TRIUMPH PARTS: outer gearbox cover T935, £25. Clutch lever T487, £10. 650 Unit main shaft high gear, £10. Ancor plate H1797, £3. Unit 500 C Moodle folding foot, rest right hand side, £15. Ancor plate HIIIA, £3 bracket for rear mudguard. Tel. 01933 355796. Northants.

TRIUMPH T110 EXHAUST PIPES and silencers came off 1959 T110 good chrome, p&p at cost, bargain at £100 for the lot. Tel. 07443 642408. Cambs.

TRIUMPH TRIDENT SPRINT 1995, green, breaking pair of wheels, £50 no discs, other parts available. Tel. 07789 801540. Wiltshire.

TRIUMPH TRW/3TA Solex carb, brand new, £150. New Solex TRW petrol pipes, £12 ach. New Solex overhaul kit, £48. Tel. 07798 866071. Middlesex.

YAMAHA A51 primary gears, new, £38. Mikuni 37mm flat slide carb, £38. Ditto 28mm, £35. DT/RD '50' big/B barrel piston, £35. Tel. 07775 558399. Middx.

WANTED

A CLASSIC MOTORCYCLE wanted any make or size, anything considered and in any condition. Tel. 07548 801403. Notts.

ANY MAKE OR SIZE classic motorcycle wanted from a basket case to one in nice or restored condition, cash waiting. Tel. 07548 801403. Notts.

BENELLI 750SEI wanted by private buyer, in good clean condition and road running order. Tel. 01603 873143. Norfolk.

BSA A10 OR A65 restoration project wanted, any condition, will travel. Tel. 07932 948153. Notts.

BSA A10 OR A65 restoration project wanted, any condition will travel. Tel. 07932 948153. Notts.

BULTACO SHERPA or similar wanted, ready to ride for fun bit scruffy no problem, based in North Staffs but will travel and collect. Tel. Alan 07919 325866.

DMW LEDA front wheel nuts for Earles Forks model. Tel. 01684 573789. Worcester.

EX-RAF BSA WD B40GR wanted, must have GR frame and engine, as near original as possible. Tel. Dave 01484 682339. West Yorkshire.

HONDA 250 TWIN for restoration, must have docs in Cheshire, fair price. Tel. 01925 26257. Cheshire.

HONDA CB500S 1998-03 wanted must be in excellent condition. Tel. 01228 543782. Cumbria.

LARGE AMOUNT of G Gauge Locomotives, rolling stock and track majority new/unused Aristo Craft, LGB, Bachmann also Live Steam Locos, p/x for pre 1972 motorbike(s). Tel. 07510 568307. Dorset.

LOOKING FOR A PROJECT BIKE any condition more rust the better, Cornwall, Devon may travel more for the right bike, Tel. 07855 475670. Cornwall.

LOOKING TO BUY a BSA 125 Bantam in good condition or needing work to relieve a bit of my youth before to old to ride, bike will be going to a very good home. Tel. 01482 705853. East Yorks.

MOTO GUZZI LEOMANS II 1978 onwards, must be 100%. Tel. 01642 484073 after 6pm. Cleveland.

NORTON 50 any condition, also James Super Swift, also any gasket case. Tel. 01751 474984, mobile 07415 431944. Yorks.

NORTON ENTHUSIAST can you please help, need clutch for 1929, mod 18. Tel. 01978 842668. Wrexham.

SUNBEAM MODEL 9 BSA Sloper or Rudge wanted, any condition or spares, will travel. Tel. 07984 929634. Leics.

TRIUMPH PARTS LUCAS & 3ET coils 45149, Duplex out chain case T1601, Tel. 01933 355796. Northants.

TRIUMPH TWIN restoration project wanted, any model considered, but pre-unit rigid preferred, will travel. Tel. 07932 948153. Notts.

VETERAN PRE-WAR MOTORCYCLE wanted, anything with girder forks considered, runner or project, cash waiting, will travel. Tel. 07984 929634. Leics.

WANTED CYCLE MASTER winged wheel or any type of autocycle, also wanted NU Quickly or just parts. Tel. 07790 168224. Warwickshire.

WANTED MAGAZINES Motorcycle, Motor Cycling Mags, Earls Court Show issues 1963/4/5 good price paid + p+p for correct issues. Tel. 01637 871046. Cornwall.

WANTED SINGLE seat sports sidecar, coachbuilt with chassis. Tel. 01535 611181. West Yorkshire.

MISCELLANEOUS

GENTS RST motorcycle jacket to fit 38-40 chest, with full removable armour and zip-out liner, unused with tags. £45 Tel. 07434 516492. West Midlands.

JET HELMET size M in flat black, with quick release fastening, unused with tags. Tel. 07434 516492. West Midlands.

MAGAZINES: The Classic Motorcycle from the first copy June/July 1981 until the last set of 2014, six of these sets are in the red binders, offers, buyer collects. Tel. John 01474 704516. North Kent.

MOTORCYCLE RACERS & Classic Prints, size 24" x 18" of Barry Sheen, Mick Gant, Ross McEnla and Goldstar Vincent Rapide, Manx Norton AJS 7R by the late Tony Graham. Left-over mail order co. stock. Approx 3500 prints in postage tubes. Total value approx £60k swop for motorcycle or why? £8000. Tel. 01495 759234. Gwent.

MOTORCYCLE TRAILER three bike, recent suspension units & wheels, with wheel clamp and lighting board, £230 ovno Tel. 01935 840818. Somerset.

MQP XL TRAVELLER jacket black/red armoured, removable inner body warmer, hardly used, £60. Swift XL black fabric trousers with leather seat and armoured knees never worn, £50. JTS gloves XL black leather all season with armoured knuckles etc hardly used, £10. Tel. 01277 821691. Essex.

MYFORD SUPER 7 LATHE on makers stand, 3 & 4 jaw chucks, Gearbox, vertical milling slide plus other accessories, vgc used regularly, can be seen working, £1200 Tel. 01179 492097. Bristol.

NUMBER PLATE cherished number plate W1 BSA for sale, offers. Tel. 01513 426153. Merseyside.

PANNIERS 1960/70S leatherette, satchel style, some repair required, alloy backs, offers. Tel. 07855 163413. Birmingham.

THREE BIKE Box Trailer, as new, includes three Bike clamps plus new spare wheel, £2999 onto Tel. 07946 565243.

YAMAHA DIVERSION 900 Torquey, reliable, slight 2nd gear snatch, £550 onto or swap Jawa twin or XS, CB, GS, Z 250/400 why, also Triumph Unit 500 crankshaft, clutch, gears, Duplex sprockets, chain, £60. onto Tel. 01525 378332. Beds.

ENGINEERING

S.E.P. 673295
(SERVICE EXCHANGE PARTS)

All shell & roller bearing cranks repaired or exchanged. Shell bearing cranks are complete with rods and big end shells. Liners manufactured and fitted. All types of machining, milling, turning, precision & crank grinding, argon welding, bead blasting. Call to discuss your requirements. Collection and delivery any part of British Isles. Trade welcome. Open 8.00-5.15 Mon-Fri 8.00-12.30 Sat. 500 yards from Exit 24 M1. email ken.aliorgav@sep-kegworth.co.uk www.sep-kegworth.co.uk

39 Sideley Road, Kegworth, Derbyshire DE74 2FJ

CLASSIC
BIKE GUIDE

NUMBER PLATES

CLASSIC NUMBER PLATES

See us at your local show!

Specialists in the manufacture & supply of all formats of number plates for your classic, plus any other vehicles from tractors to modern day.



NUMBER PLATE CENTRE

Trade & Wholesale enquiries from UK & Worldwide welcome
Unit 13, 272 Montgomery St, Sparkbrook, Birmingham B11 1DS

Tel: 0121 773 8107 Fax: 0121 772 8136

davidcollier58@hotmail.co.uk
www.numberplatecentre.com

From just £23.50 for CBG subscribers

POWDER COATING

MERSEYSIDE SHOW WINNING FINISHERS

Top quality powder coatings, Quick turnaround, Grit & bead blasting, 2 pack finishing, Alloy & stainless welding & polishing Vintage & classic specialists

ELITE ENGINEERING & POWDER COATINGS

THE BOX WORKS, HEYSHAM ROAD, AINTREE, LIVERPOOL
MERSEYSIDE L30 6UR Email. eepc@hotmail.co.uk

TEL. 0151 524 2838

RESTORATION

J. B. RESTORATIONS LTD

BSA PRE-UNIT GEARBOX SPECIALISTS

WHEEL BUILDING
MAGNETO OVERHAULS
DYNAMO OVERHAULS
GEARBOX SALES
GEARBOX EXCHANGE SERVICE
SPARES AND REPAIRS
A7/A10 SPARES BOUGHT AND SOLD
BLAST CLEANING/POLISHING SERVICE

Wind Hill, 21A Ann Street,
Dalton-in-Furness, Cumbria LA15 8BG
Tel/Fax 01229 465635
Email: paul@joanneandpaul.plus.com
Credit cards accepted

ENAMELLING & POWDER COATING

West Sussex

Powder Coat - Stove Enamel
2 Pack Colours & Metallics
Fine Grade Grit Blasting
Iron Phosphate Pre-Treatment
Anti Corrosive Zinc Primer - Vintage to Modern
Frames-Tanks-Wheels etc

Vulcan Stove Enamelling Ltd
Est 1973
01903 770287
www.vulcanse.com

MAGNETOS

MAGNETOS
Dynamos, Regulators rebuilt - guaranteed three years.
One-off components.
Exhaust pipes manufactured to pattern.
Please quote CBG

D. H. Day, Aldrins, Church Hill,
Wroughton, Swindon, Wiltshire SN4 9JR
Tel. Swindon (01793) 812323
Fax: (01793) 845323

SPARES

Carl Rosner Ltd

WORLDWIDE SPARES SERVICE

Established 36 years
Sanderstead Station Approach, Sanderstead Road,
South Croydon, Surrey CR2 0PL
Tel: 020-8657 0121 Fax: 020-8651 0596
E-mail: triumph@carlrosner.co.uk
www.carlrosner.co.uk



QUOTE
CBG
WHEN
CALLING

BSA
ROCKET 3
Norton
COMMANDO
TRIUMPH
UNIT TWINS & TRIPLES

Greystone Enterprises

VISA
10% Discount for CUBMAG Subscribers
Triumph Tiger Cub Specialist
New And Used Spares
10% Discount for CUB CLUB Members
Tel: 01227 861100 9.30am to 5.30pm Mon.-Fri. Email: mail@triumphertigercubspares.co.uk
Call or email for 36 page spares price list. Worldwide shipping. Order over the phone, via our ebay store (Greystone Tiger Cub Warehouse) or through our website www.triumphertigercubspares.co.uk
Unit 25 Reeves Yard, Warwick Road, Whitstable, Kent CT5 1HX Visitors strictly by appointment only

STAINLESS STEEL

STAINLESS FASTENERS, NUTS, BOLTS & STUDS

Aqua Bead Blasting

The Professional Finish For Aluminium Parts

Cycle, BSF, BSW, Metric, UNF, UNC - Small batch CNC work undertaken

Full range of spares and repairs for
LAVERDA motorcycles.

Alloy & Stainless steel welding services available

Fast professional turn around - over 40 years in the motorcycle trade!

Motalia Ltd

Tel: 01953 789420

Overseas enquiries welcome

Visit our online shop - www.motalia.net

TRANSFERS

CLASSIC TRANSFERS
Robert Derrick Ltd.
VETERAN ■ VINTAGE ■ CLASSICS
AUTOCYCLES ■ ENDURO ■ RACERS
'QUALITY IS REMEMBERED LONG AFTER PRICE IS FORGOTTEN'
Visit our new fully illustrated website with secure online ordering facility. Catalogue listings (mention makes of interest) send:
6 British first class stamps, 5 Dollars or 5 Euros
BOB & MARCIA DERRICK,
CLASSIC TRANSFERS, PO BOX 17,
WOTTON-UNDER-EDGE GL12 8YX
■ service@classictransfers.co.uk
www.classictransfers.co.uk
Tel: 01454 260596 9am-1pm Mon to Fri

To advertise
in the October
issue of

Classic Bike
Guide

Give Leon
a call on

01507 529413

VINTAGE TYRES

SADDLEWORTH

Email: saddleworth@classicmotorcycles.fsnet.co.uk www.saddleworthclassics.co.uk

CLASSIC TYRES

AVON:

300x19 rib

£62.00

325x19 rib

£64.00

325x17 rib

£85.00

300x20 rib

£75.00

325x17 SM

£80.00

400x18 SM

£82.00

350x19 SM

£69.00

350x19 Sidecar

£69.00

DUNLOP:

360x19 TT100

£90.00

410x19 TT100

£98.00

425/85x18 TT100

£112.00

OTHERS:

325x18 rib

£82.00

Top Quality tubes £11.00 each
(Rim Tapes £2.00) other makes and sizes available. Nothing more to add except post and packing £10.00 per tyre.

Fitting service available

Callers welcome, but please telephone first to avoid disappointment

Normally open Tue-Sat 9.30am - 5pm

QUALITY WHEELBUILDING at COMPETITIVE PRICES
Please ring.

Knarr Mill, Oldham Road, Delph,
Oldham, Lancs. OL3 5RQ
Telephone: 01457 872788

SHOCK ABSORBERS

NEW SHOCKS FOR YOUR CLASSIC

Specialised shocks for most road and off road bikes from only £67 a pair inclusive

NJB SHOCKS

Tel: 01206 768392 07788 715163
www.njshocks.co.uk
norman@njshocks.co.uk

SUMMER RESTORATION



*These are
some of
our recent
restorations*



CLASSIC BIKES ALWAYS WANTED
OR SOURCED FOR CLIENTS
Pre-1980 motorcycle specialist All
Pre-1980 motorcycles catered for,
Full Restorations.
Engine Rebuilds.
Wheel rebuilding,
Smiths Instrument Repairs /
Refurbishment. (fully warranted)
Respraying.



Bikes Built To Customer Specs.
Cafe Racer Conversions, your bike or
we'll get a bike for you.
Classic Bike Sales.
Can't find the Bike you want we can
Source it for you.
Spares sourcing
Delivery and Collection Available
Friendly Service.
Cuppa's provided for personal callers.



Unit 25A Sherbrook Business Centre, Daybrook, Nottingham NG5 6AT. Tel: 07752 010004 email mark@classic-rebuilds.co.uk
www.classic-rebuilds.co.uk



New Self Generating Magnetos

**BT
Components Ltd**

Now UK Distributors
for Alton Generators
Tel: 01908 550 044
(9.00-17.00)



New self-generating magnetos with electronic adv/ret.
We cater for most road and competition, vintage and classic bikes.
Easy starting and improved performance without batteries.

Email: bthcomponents@gmail.com
www.bt-h.biz

classic tyres for your classic

authentic tyres from the ultimate tyre authority

- FREE DELIVERY ON UK ORDERS OVER £50
- FRIENDLY, EXPERT ADVICE FROM CLASSIC ENTHUSIASTS



vintagetyres.com t: 01590 612261
sales@vintagetyres.com f: 01590 612722

**PUT TOO MUCH PRESSURE ON THAT OLD BOLT?
SNAPPED? STRIPPED THE THREADS?
DON'T WORRY THAT'S WHERE WE ARE SPECIALISTS!**



UNI-THREAD



SUPPLIES QUALITY THREAD REPAIR KITS, INSERTS
AND INSERT TAPS IN BSC, BSF, BSW, BA, UNF, UNC &
METRIC. BY SPEEDY MAIL ORDER SERVICE.

WE ALSO STOCK QUALITY TAPS, DIES, REAMERS, DRILLS, ETC.

WWW.UNI-THREAD.COM

CALL 01803 867832 or Fax 01803 867982
for your free catalogue

CARBON STEEL TAPS & DIES NOW AVAILABLE

20% OFF ALL CARBON TAPS • 30% OFF ALL CARBON DIES

Ethanol Resistant Tank Sealant "The Answer" to your problem!

Tank Care Products has worked with
Coatings Specialists, to bring you a
modern coating which is resistant to
100% Ethanol Fuel.

Sealant Remover – Rust Converter
– Sureseal™ Sealant
Order online today!
using secure Paypal or Credit/Debit payment

SAVE 20% ON COMPLETE KITS*

*Includes: Sealant Remover, Rust Converter,
Tank Prep 1, Tank Prep 2, and Sureseal*

PayPal

Phone me! 01603 871007

Mobile 0783 4415921

www.tankcareproducts.co.uk

NEW SERVICE

Let us do the hard
work for you!
We will remove old
sealant, clean, and
re-coat your tank
with Sureseal
from £150 inc.
materials.
Call for details.

ALSO FULL TANK REFURB
SPECIALISTS



Where the legend was made

TRIUMPH BONNEVILLE T120 & T140 SPECIALIST

- Meriden factory technician
- Based just 1 mile from the original factory!! (our own premises)
- Bikes bought and sold
- Repairs & Restorations
- Friendly service

ROYAL ENFIELD NOW IN STOCK
We specialise in engine rebuilds



www.meridenmotorcycles.co.uk

Windmill House, Walsh Lane, Meriden CV7 7JY
01676 523838



www.rotonroadandrace.co.uk

Manufacturers of Stainless and Aluminium
components for Featherbed Specials.

Footrest Kits

Aluminium Central Oil Tanks

Aluminium Box Section • Swinging Arms

Tel: 07982 891064

roytonroadandrace@gmail.com

See me at Stafford, Main Hall Stand No. 146



LEADERS IN CLASSIC LUBRICATION

Castrol XL30, XXL40, GP50, XL20w/50
Castrol R, M plus all original Gear Oils.
Valvemaster & Valvemaster Plus Octane.
One litre, Gallon, Home Workshop Drum sizes.
Free UK mainland delivery offers.
www.castrolclassicols.co.uk
Castrol Classic Oils Tel: 01954 231668



Specialists can carry out all custom work to motorcycle seats, covering them in vinyl, leather and many real and faux animal skins. We supply and fit gel pads, memory foam and many sundries involved with our business.
We provide a while you wait service to all our customers, or a 24hr courier service for mail order work.

FREE DELIVERY

Viking Motorcycle Seat Specialist • Tel: 07977 874075
www.viking-motorcycle-seats.co.uk
www.facebook.com/leetheseat

MOTORCYCLE SEAT RENOVATION SERVICE

SUPPLIERS OF NEW SEATS FOR MOST BRITISH CLASSIC BIKES
LOOSE COVERS & FOAMS SUPPLIED

Please phone for details and price list

R. K. LEIGHTON

UNIT 2, PARTRIDGE COURT, PRICE STREET, BIRMINGHAM B4 6JZ

Tel: 0121 359 0514

Email: info@rk-leighton.co.uk www.rk-leighton.co.uk



www.stainlessmiddleton.co.uk

STAINLESS ENHANCE YOUR MACHINE FOREVER

BOLTS • ALLEN SCREWS • NUTS • WASHERS • HOSE CLIPS • NIPPLES • BAR • ETC
CYCLE, BSF, BSW, BA, BSP, UNF, UNC, METRIC AND METRIC FINE
ASK YOUR FRIENDS... WHO HAS THE WIDEST RANGE? WHO HAS THE BEST
QUALITY? WHO HAS THE BEST MAIL SERVICE?

D. MIDDLETON & SON

Unit 5, Lady Ann Mills, Batley, West Yorks, WF17 0PS
CALLERS WELCOME BY APPOINTMENT

Tel: 01924 470807 24-hr

Fax: 01924 470764

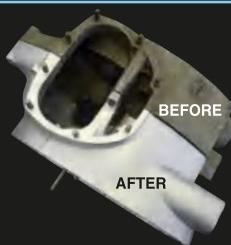
Email: sales@stainlessmiddleton.co.uk



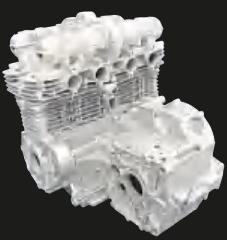
34th YEAR
OF TRADING
VISA MasterCard PayPal

Southampton Vapourblast Services

Vapour/Aqua blasting & Ultrasonic cleaning



For a fast,
friendly,
professional
service



Tel: 07860 953960 day/eve • info@southamptonvapourblast.co.uk
www.southamptonvapourblast.co.uk

CJ POWDER COATINGS LTD

As used by RC's Mike Powell

- EPOXY / POLYESTER POWDER COATING
- PHOSPHATING • SHOT BLASTING

QUALITY FRIENDLY SERVICE,
AT THE RIGHT PRICE

Unit 8, Humberston Business Centre, Jackson Place,
Grimsby, NE Lincs. DN36 4AS

Tel: 01472 211222 Fax: 01472 211333

Reproduction Tax Discs

- Three identical discs
- All years 1921-1987
- Customised issuing stamp - any date and location
- Completed in correct style for the period or left blank
- Sent on approval with Invoice £8 or £12
- Lifetime free replacement guarantee

www.poplargreg.com

07710267336 10.00-6.00 Mon-Fri



Vale Paints

As highly recommended in Classic Bike Guide

www.vale-paints.co.uk

- Motor cycle Painting
- Full or Part Motor cycle Restorations

OAK GARAGE, 2 Hetts lane, Warsop,
Mansfield NG20 0AS
01623 842074 • 07713 827116



Chestnut
Registrations



PAS 376

ALL MOTORCYCLE
NUMBERPLATES
MANUFACTURED

REG NUMBERS BOUGHT FOR CASH

Tel 0151 924 6480

Order online www.chestnut-registrations.co.uk

CLASSIC BRITISH AND EUROPEAN SILENCERS AND EXHAUST PIPES

You will not find a better product. Armoors have made 'HD' quality exhaust systems since 1972. We make them heavy, and use one of the best chromers around. Restorers often tell us that the systems we supplied are still nice after 15 or 20 years' service.

We sell direct to the customer, so our prices are moderate. We send them insured to anywhere in the world. We usually have them in stock for most 1930-1985 models, including AJS, Ariel, BSA, Douglas, Matchless, Norton, Panther, Enfield, Sunbeam, Triumph, Velocette and Vincent. Catalogues available for £1, please call for more info.



ARMOOURS
www.armoursltd.co.uk

STAINLESS STEEL
EXHAUSTS

For pre 85 BMW, Ducati, Laverda, Guzzi, Morini.

784 Wimborne Road, Bournemouth, Dorset BH9 2HS.

Telephone: 01202 519409. Fax: 01202 510671. Closed Mondays.

WANTED

PAM 22L

Dateless or Interesting
Registration Numbers

With or without vehicles

Tel. 0191 284 6766 or 07970 511777

Email: nm@inplates.com

www.inplates.com

22 RBC

Club guide

AMC – AJS & Matchless OC:

Admin Officer, Unit 3, Robinson Way,
Telford Industrial Estate, Kettering,
Northants NN16 8PT.

jampot.com

Ariel OC:

arielownersmcc.co.uk

Association of Pioneer Motorcyclists:

John Webber, 11 Bootham Close,
Billericay, Essex CM12 9NQ.

Bath Classic MCC:

bcmcc.org

Benelli Motobi Club GB:

benelliclubgb.net

BMF:

bmf.co.uk

BMW Club:

thebmwclub.org.uk

British Motorcycle Preservation Society

(North Wales):

bmpsnwales.org.uk

Bridgnorth Vintage Machinery Club:

bvmc.org.uk or

motorbikemover.co.uk

British Motorcycle Riders' Club (Oxford):

<http://bmrco.wordpress.com>

British Two-Stroke Club:

britishtwostrokeclub.org.uk

Brough Superior Club:

broughsuperiorclub.com

BSA Bantam Club:

bsabantamclub.com

BSA OC:

bsaownersclub.co.uk

Bucks British & Classic MCC:

Meets at The Plough at Cadsden,
Princes Risborough, Bucks every
Wednesday evening. bbcmcc.freeuk.com

CBX Riders' Club (UK):

ukcbxclub.com

Christian Motorcyclists' Assoc:

cmauk.net

Classic Racing Motorcycle Club:

crmc.co.uk

Cossack OC:

cossackownersclub.co.uk

Cotton Owners and Enthusiasts' Club:

cottonownersclub.com

DOT Motorcycle Club:

dot-motorcycle-club.co.uk

Douglas OC:

douglasmcc.co.uk

Ducati OC (GB):

docgb.org

Dunstall OC:

dunstall.wordpress.com

Excelsior Talisman Enthusiasts:

Colin Powell, Ginger Hall, Village Way,
Little Chalfont, Bucks HP7 9PU. Tel/
fax 01494 762166.

Exeter British MCC:

exeterbritishmotorcycleclub.co.uk

Federation of Sidecar Clubs:

sidecars.org.uk

Fellowship of Christian Motorcyclists:

fcm-bikers.co.uk

Francis-Barnett OC:

francis-barnett.co.uk

Gold Star OC:

bsagoldstarownersclub.com

Greeves Riders' Association:

greeves-riders.org.uk

Gwent Classic Trials and Scrambles Club:

Mark Giles, 42 Picton Street,
Griffithstown, Pontypool, Torfaen
NP4 5HB. 01495 757930.

Harley-Davidson Riders' Club of Great Britain:

hdrcgb.org.uk

Hesketh OC:

heskethownersclub.org.uk

Highland Classic MCC:

highlandclassicmotorcycleclub.org.uk or facebook.com/highlandclassicmotorcycleclub

Honda OC:

hoc.org.uk

Honda Classic MCC:

Chairman: Kevin Richards, 40
Penton House, Hartslock Drive,
Thamesmead, London SE2 9UZ.
0798 4099 473.

HYCAM:

Paul Morin, 5 Frederick Close,
Cheam, Surrey SM1 2HY.

Indian Motorcycle Club of GB:

indianmotocycle.co.uk

Indian Riders' Motorcycle Club:

indianriders.co.uk

Italian IMOC/GB:

Membership enquiries: Phil Cody,
4 Heys Farm Cottages, Heys Lane,
Romley, Stockport SK6 4NS.

Japanese Classic MCC:

NET Willoughby, Hazeldene House,
240 Gloucester Rd, Cheltenham
GL51 8NR.

Jawa/CZ OMC of GB & Ireland:

jawaczownersclub.co.uk

Kawasaki Triples Club:

kawasaktriplesclub.co.uk

Laverda OC:

iloc.co.uk

LE Velocette OC:

leveloclub.org.uk

London Sidecar Club:

londonsidecarclub.co.uk

MAG:

mag-uk.org

Maico OC:

maico.org.uk

Military Vehicle Trust:

mvt.org.uk

Morgan 3-Wheeler Club:

mtwc.co.uk

Morini Riders' Club:

morini-riders-club.com

Moto Guzzi Club GB:

motoguzziclub.co.uk

Moto Rumi Club:

motorumicloud.co.uk

Motor Cycling Club (MCC):

themotorcyclingclub.org.uk

MV Agusta OC:

mvownersclub.co.uk

National Autoycle and Cyclemotor Club:

thebuzzingclub.co.uk

National Sprint Association:

nationalsprintassociationltd.com

New Imperial Owners' Association:

newimperial.co.uk

Norman Cycles Club:

normanmotorcycles.org.uk

Norton OC:

nortonownersclub.org

NSU OC:

nsuoc.co.uk

Oregon Vintage Motorcyclists:

oregonvintage.org

Panther OC:

pantherownersclub.com

Pre-65 MotoCross Club:

pre65.co.uk

Professional & Executive MCC:

pemc.co.uk

Register of Unusual Microcars:

rumcars.org

Rotary OC:

David Cameron, Dunbar, Ingatestone
Road, Highwood, Chelmsford, Essex
CM1 3QU. nortonrotary.org.uk

Royal Enfield & Enfield India:

royalenfield.org.uk

Rudge Enthusiasts:

rudge.co.uk

Scottish Classic MCC:

scottishclassicmotorcycleclub.com

moonfruit.com

Scott OC:

scottownersclub.org

SOHC/4 OC:

sohc4.net

South Wales Sunbeam MCC:

Dave Harrison, 8 Wern St, Clydach
Vale, Rhondda CF40 2BQ
01443 435125. dave.harrison47@yahoo.com

Sunbeam MCC:

sunbeam-mcc.co.uk

Sunbeam Owners'

onthebeam.co.uk

Sussex British MCC:

sbmoc.vpweb.co.uk

Suzuki Kettle Club:

thekettleclub.com

Suzuki OC:

suzukiownersclub.co.uk

Teesside Yesteryear Motor Club:

tymc.org.uk

The 59 Club:

The Swift Centre, 387A Barking
Road, Plaistow, London E13 8AL.
the59club.org.uk

The Classic Bikers' Club:

classicbikersclub.com

The Invalid Carriage Register:

<http://invalidcarriageregister.wordpress.com>

Thumper Club:

thumperclub.com

TR3OC (Triples, BSA & Triumph):

<http://tr3oc.co.uk>

Triton OC:

triton-owners-club.co.uk

Triumph Day-owners:

<http://autos.groups.yahoo.com/group/TriumphDay-owners>

Triumph Owners' MCC:

tomcc.org

TT Supporters' Club:

ttsupportersclub.com

Velocette OC:

velocetteowners.com

Vincent/HRD OC:

voc.uk.com

VJMC (Vintage Japanese Motorcycle Club):

vjmc.com

VMCC:

vmcc.net

Vintage Motor Scooter Club:

vmsc.co.uk

Wessex Vehicle Preservation Club (Classic Motorcycle Section):

wvpc.org.uk

WIMA GB (Women's International Motorcycle Club):

wimagb.co.uk

FOR YOUR CLUB TO APPEAR ON THIS PAGE PLEASE EMAIL ALL RELEVANT CONTACT DETAILS TO SPALMER@MORTONS.CO.UK

Motorcycle

Spareparts & more for

www.stein-dinse.com



Care & Preserve



Technical equipment

GUZZI DUCATI



Spareparts



Accessories

Indicator switch LM 2-3,
V35-65, 1000 SP,
850 T3-4, California 2-3



Length of cable: 750mm

Item No. 17738061
69,00 €

Indicator switch LM 2-3,
V35-65, 1000 SP, 850 T3-4,
California 2-3



Item No. 14603455-Z
79,00 €

Air filter box LM 3-4
complete, 3 parts



Item No. 28113350-Z
48,60 €



Side stand LM 1/3
T3-T5, SP complete



Item No. 17432060-Z
75,00 €

Unibar DELLORTO
Please contact me
for more information!
Mandy Heiber

Phone: 0049 531 123 300 -32
Fax: 0049 531 123 300 -22
mheiber@stein-dinse.com

DUCABIKE

brembo

www.stein-dinse.com



THE SIGN READ 'Queue After Junction'. My little heart sank a little more as I swung off the reasonably pleasant – by motorway standards – M4 and headed south on to the M5. 'The SOUTH WEST' announced another, stridently, displaying an enthusiasm for its destination alongside its challenging use of capital letters. If possible, I was even more enthusiastic than the sign.

One of those days, another of those rides. Quite a long haul, close to the tolerance of my aging backside, and also of my hearing, as I shall explain in a moment. Lashing rain had seen me divert from my intended route through the Cotswolds, hard south to catch the big Tarmac ribbon where riders get just as wet but have no need to face oncoming traffic blinded by spray and displaying less competence than usual. Pie and a jacket and a flood of coffee to match the flood from the heavens. Then the sun returned. It is summer, so instead of the relentless cold rain and gloom of winter we get alternately soaked and blinded.

Queue After Junction. I sailed through the junction, and then another, finally filtering through the shining spray on to the M5. No queue. Ha! thought I, the queue will be over the big bridge and after the Gordano Services, pie suppliers to soggy motorcyclists. Roaring with drama and thunder, past the services and on to the Hill of Queues, which would be famous for them if anyone cared... which they do not.

No queue. The sun shone, the southerly skies were blacker than a thing of profound blackness. Summer in England. Thunderstorm, then. Joy, so forth.

Maybe it had been more of an instruction than a warning? Maybe some mysterious highways agency wanted us the law-abiding to form an orderly queue after the junction? Which junction? The M4/M5 interchange has lots of junctions. These things can assume terrifying proportions while grinding along the middle lane, deafening everyone – including myself – and dodging the lunatics.

We bellowed down the long drop on to the Somerset levels, a colossal BMW in full mountain-stomping dress breezed by in complete silence, its rider apparently watching television or something on a small screen directly in his eyeline. I was cruising at limit plus 10 or so; he maybe 30mph faster. A superior being, plainly, maybe an alien on a recce, invulnerable in his rapid isolation.

Passed a classic car show. Well, seven or eight old cars on a transporter. Wondered what they were doing, where they were heading and why, but only fleetingly, because it was excitement time. Time to calculate how far



FRANK WESTWORTH

FAMOUS LAST WORDS

Every time I declare that never again will I endure miles of motorway madness and monotony I know it's a lie...

services was its usual mysteriously mapped and confusing self, and the rain made way for the sunny summer blinding brilliance again. Why is it apparently necessary to make rational parking in service areas impossible?

Finally, after far too far without the advertised excitement of a decent tailback, which is why people relocate to the West Country from Droitwich, Newcastle and the like, we boomed, shattered and ground our way off the A30 at the Bude turning, marvelling that the Little Chef appeared to be open still. Rejoice, fans of raw egg and limp bacon. All is not lost.

The large white van followed me, filling my mirrors and gaining my attention considerably. We were both travelling too fast for the sudden junction. I applied maximum Stop, and shifted down two gears. This – for some technical reason involving inadequate gas sealing – produced a shattering series of backfires from the antisocially loud exhausts. The white van burned rubber from its tyres, stopping way short of both the junction and my tail light. I've never been a subscriber to the quaint notion that loud pipes save lives, but now I'm not so sure.

What was the question? **CBG**

"Did the bike have a reserve tap? I groped around a bit. The fuel tap certainly had three positions, only one of which was 'off'. Probably..."

WHO IS FRANK WESTWORTH?

Frank Westworth is the editor of *RealClassic* magazine, the latest in a long series of publications that began in 1982 when he was bullied into producing The Jampot, the previously excellent magazine of the AJS & Matchless OC. He was also founding editor of *Classic Bike Guide* and has returned as a penance. Or something. He has a mysterious obsession with riding obscure and elderly motorcycles, which he does very slowly...

I'd travelled since the last time I filled up and to work out whether to pull over at Sedgemoor or hold on until Taunton Deane, which I prefer for no reason at all other than that I grew up in Taunton. Did the bike have a reserve tap? I groped around a bit. The fuel tap certainly had three positions, only one of which was 'off'. Probably. But which of the available uprights was reserve? Was it switched to reserve already? Do you see what I mean about excitement? It rarely gets better than this on a motorway at the speed I ride.

A TVR shook me as it passed. I could hear it, and plainly. Two things: its exhaust was either broken or a racetrack refugee, and how utterly miraculous was it that a car built in Blackpool out of plastic and using a Range Rover engine was still running? I could hear it from afar over the astounding noise from beneath me. Amazing. It began to rain, quite suddenly and very heavily.

The rocketship BMW had pulled off and parked beneath a bridge. Maybe its rider alone in the universe knew that the queue would start there. Hard to say. By the time I'd thought of that I was a mile past and he was a mile behind me. So much for adventure styling and a mobile TV. I was dry. Well ... one foot was a little damp, but otherwise all was good. Taunton Deane

CELEBRATING
30
YEARS



Policies from
£74**



Classic insurance redefined.

Tailor your classic bike insurance policy
to suit your needs.

To discover the Footman James difference, call our
friendly UK team for a quote today.

0333 207 6015

or visit footmanjames.co.uk



**Footman
James**
We share your passion

follow us @Footman_James

Classic Car | Classic Bike | Modern Car | Modern Bike | Kit Car | Collectors | Classic Motor Trade | Household

*All cover is subject to insurers terms and conditions, which is available upon request. **1954 NortonES2. Value: £4500. Main policy only and does not include any FJ+ cover options. All premiums assume it is not the main vehicle and includes Insurance Premium Tax. Male rider aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. Includes a £10 arrangement fee.

Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be recorded. FP ADCB204.11.14

Classic benefits included*:

- Salvage retention
- Shows and events
- Helmets & leathers (up to a limit of £750)
- European motoring (up to 35 days per trip)
- Riding other classics

Cover options*:

- Breakdown with options to include European cover and Homestart
- Agreed value
- Ride to work
- Track day cover
- Wedding hire cover
- and many more

Specialist rates for club members

CLASSIC MOTORCYCLES LTD

Invest In Recession Proof Classic British Bikes

TRIUMPH CORNER



TRIUMPH Tiger Cub, 200cc, choice from.....£2499



TRIUMPH T100, 500cc, 1954.....£8500



TRIUMPH 3T, sprung hub, 1950, 348cc, matching nos.....£5500



TRIUMPH Thunderbird, 1961, 650cc, TR6 lookalike.....£6250



TRIUMPH T100A 500cc, 1962 matching nos.....£4999



TRIUMPH Daytona T100R 500cc twin carbs.....£4750



TRIUMPH Speed Twin, 1955, 500cc, matching nos, orig reg.....£8500



TRIUMPH Twenty One, 350cc, choice from.....£3750

GIRDER FORK



AJS Model "D" Sidecar Outfit 1925 799cc.....£18,999
BSA WM20, 1942, 500cc Ex Eric Patterson.....£5250

BSA GOLDSTARS



BSA Rocket Gold Star 650cc 1962.....£24,999



BSA DB32 Gold Star 350cc, 1955, fully rebuilt.....£14,999



BSA DBD34 Gold Star 499cc 1956.....£18,999



BSA DB32 Gold Star, 1955, 350cc.....£14,999



BSA Rocket Gold Star, 1963, 646cc.....£21,000



BSA Gold Star DBD34, 500cc, 1959.....£19,999



BSA DBD34 Gold Star, 1959, 500cc.....£17,500



BSA Gold Star DB32 matching factory nos.....£14,999

**PLEASE SEE EBAY
SELLER ID
'CLASSIC-
MOTORCYCLES-LTD'
FOR MORE DETAILED
PHOTOS AND VIDEOS**

WANTED/ EXCHANGE

We require Range Rover/
Sports Honda Goldwing 1800
In exchange for any of the
classic motorcycles listed



AJS 16MS, 350cc, 1958, ORIG REG.....£2999



ARIEL Leader, 1958, 250cc.....£3250



ARIEL NH 1960 350cc. £3450



BENELLI 500LS 492cc, 1977, 4 cylinder.....£3999



BIRMINGHAM SCOTT FLYING Squirrel, 600cc, 1960.....£9999



BMW R65, 1988, 650cc, MOT'd.....£2999

VELOCETTE CLASSICS



VELOCETTE A7SS, 1959, 500cc £7999



VELOCETTE C15 SPORTS STAR 1964 250cc.....£2850



VELOCETTE WINGED WHEEL -no docs.....£999



VELOCETTE MOV/MAC 1936 350CC, 2 owners.....£5999



VELOCETTE VENOM, 1957, 498cc.....£7999



VELOCETTE BANTAM D3, 1957, 149cc.....£1495



VELOCETTE CLUBMAN 499cc 1967.....£14,999



CZ 250 ENDURO, 1974, matching nos.....£2750



EGLI VINCENT 500cc, 1951.....£19,999



VELOCETTE LE 1954, 200cc, needs work.....£999



EXCELSIOR TALISMAN TWIN, 1951 248cc.....£3999



FRANCIS BARNETT, 250cc, 1962.....£1850



VELOCETTE THRUXTON, 500cc, 1966, stunning.....£24,999



FRANCIS BARNETT FALCON 74 1976 1958.....£1999



GREEVES EAST COASTER 250CC 4T 1965 250cc ex works. £3999



VELOCETTE VENOM, 1960, 500cc.....£8750



VELOCETTE THRUXTON, 500cc, 1966, Choice in stock.....£999



HUSQVARNA 390 AUTOMATIC, 384CC.....£4999



VELOCETTE CLUBMAN 1964 500cc stunning.....£13,500



MONTESA CAPRA, 250VB, 1978.....£4999



MONTESA 360H ENDURO, 349CC, 1978.....£3500



NORTON MODEL 50 350cc, 1958, tidy.....£4750



SUN CHALLENGER 1955, 1977 red new chrome wheels, rides nicely, tidy.....£1999

JAPANESE CLASSICS



HONDA CB750 KO, 1970, totally stunning.....£24,999



HONDA CB550/4, 1975, very pretty.....£3995



HONDA CD175, 1976, 174cc.....£1495



HONDA CL350, 1971....£3999



HONDA CT90, 1979, 90cc great runner.....£1850



HONDA CL350, 1969...£5999



SUZUKI A100 1973 100cc MOT'd.....£1799



SUZUKI T500, 1971, matching nos. MOT 07/16.....£4,999



SUZUKI T20 Super 6, 247cc, American spec.....£2999



SUZUKI GT750, 1972, 750cc...£5999



YAMAHA RD350, 1974.£25,999



HONDA CL175, 1974, £25,999

ARRIVING SOON

HONDA CL175,
CB450, CL450,
CB550 & CB750

VELOCETTE VENOM CLUBMAN 1964 500cc stunning.....£13,500

MOTORCYCLES & PROJECTS WANTED TO BUY FOR STOCK - BASKET CASES TO CONCOURS - COLLECTION ANYWHERE

**Tel: 01928 788500 MOB: 07979 852000 ASK FOR LAWRENCE
PO BOX 1, NORTHWICH, CHESHIRE CW8 2RD • email: classicbikes1@yahoo.co.uk**

VISITORS WELCOME WEEKDAYS 9am-5.30pm BUT PLEASE RING FIRST FOR DIRECTIONS

